



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Chicago Air Route Traffic Control Center

ORDER
ZAU 7110.2V

Effective Date:
September 13, 2018

SUBJ: Standard Operating Procedures

This Order documents the duties and responsibilities of Chicago ARTCC operational personnel. This Order is to be used in conjunction with FAA Orders 7110.65 and 7210.3. The Airspace and Procedures Office is responsible for the maintenance of this Order. Any recommendations for changes thereto shall be forwarded to the Airspace and Procedures Office.

David
Scaffidi

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David Scaffidi
Air Traffic Manager (A)
Chicago ARTCC

EXPLANATION OF CHANGES

ORDER: Standard Operating Procedures 7110.2V

EFFECTIVE DATE: September 13, 2018

Universal Changes throughout this document includes:

- Change all references of Front Line Manager and FLM to Operations Supervisor and OS.
- Change all uses of the word “Shall” to “Must” when appropriate
- Modification of every sector Nexrad Warp Settings
- Modifications of Printer Locations where appropriate

CHAPTER 2. OPERATIONS

Chapter 2. OPERATIONS Section 2. OPERATIONAL SUPPORT

2-2-1. (b) ADD

2-2-5. ADD

2-3-2. ASSISTANT CONTROLLER

The responsibilities include, but are not limited to:

Chapter 2. OPERATIONS Section 2. OPERATIONAL SUPPORT

2-2-1. (b) Review the EPIC Stolen Aircraft List and identify required changes to NAS Alert database. Forward any NAS Alert database changes to the Flight Data (FDCS) position.

2-2-5. CENTER WEATHER SERVICE UNIT (CWSU) Provides updated weather information through charts, teletype data, and briefings to the ARTCC Operations Managers, Traffic Management Coordinator Weather Coordinator and Operations Supervisors on present and expected weather. The CWSU must produce and provide the online weather briefings for the CEDAR workstations at least three times daily, capturing the day, swing and midnight shift forecasts in a timely manner.

2-3-2. ASSISTANT CONTROLLER

DELETE

a. Receive flight plans from flight service stations, terminal facilities and adjacent centers. Load flight progress strips into strip holders and distributes strips to the appropriate controller strip bay.

b. Ensure Flight Data Processing equipment is operational.

c. Report equipment outages or malfunctions to the Operations Supervisor-in-Charge.

d. Request/receive and disseminate to appropriate personnel information on weather, NOTAMs, NAS status, Flow restriction messages, Special Use Airspace status, special activities.

e. Manually prepare and distribute flight progress strips when the Flight Data Processing (FDP) computer is not operational. Additionally, he/she shall prepare a lead strip for the adjacent area of specialization, or coordinate flight information with the appropriate Assistant Controller.

f. Enter flight data into computer.

g. Transmit flight data to flight service stations, towers and adjacent centers as directed by members of the sector team.

h. Recognize errors in content, terminology and format of written or printed flight plans.

**2-3-3. RADAR-ASSOCIATE
CONTROLLER WITHOUT A RADAR
COORDINATOR**

The responsibilities include, but are not limited to:

a. Ensure separation.

b. Ensure that aircraft will enter the sector with approved separation.

**2-3-3. RADAR-ASSOCIATE
CONTROLLER WITHOUT A RADAR
COORDINATOR**

DELETE

c. All outgoing interphone calls shall be directed to the Radar Associate position unless operationally necessary to call the Radar Controller.

d. Advise transferring controllers in a timely manner to ensure they are able to meet restrictions that are needed to enter your sector safely before accepting a handoff.

(NOTE: The intent is to advise the transferring controller, allowing adequate time, if unable to accept an aircraft because of route, altitude or workload.)

e. Ensure non-radar separation standards are applied until radar separation is established.

f. Update EDST information. Use EDST information to plan, organize and expedite the flow of traffic.

g. Sequence flight progress strips if applicable under appropriate bay headers after reviewing for accuracy and coordinate as necessary for non-standard routes and/or altitudes.

h. Operate interphones.

i. Coordinate; informing adjacent sectors or facilities of altitude, route changes, time revisions, aircraft equipment status and pertinent remarks.

j. Ensure point outs are verbally confirmed with adjacent sectors or facilities.

k. Assist the Radar Controller with entering computer messages to ensure current instructions or clearances are displayed.

l. Actively scan EDST information for predicted alerts. When an EDST alert is displayed, evaluate the alert and take appropriate action as early as practical, in accordance with duty priorities.

m. Monitor radios to ensure accuracy of Radar Controller transmissions and pilot readbacks when not performing higher priority duties.

n. Utilize data received via the D/CRD.

o. Inform the Radar Controller of control information that must be relayed to the pilot.

p. Advise the Radar Controller of sector actions required to accomplish overall objectives.

q. Assist the Radar Controller by accepting or initiating automated handoffs which are necessary for the continued smooth operation of the sector, and ensure that the Radar Controller is made immediately aware of any action taken.

r. Issue clearances and instructions by interphone to terminals and AFSS's for relay to pilots. Receive information on aircraft's movement and position in the same manner.

s. Enter a hold message in EDST and move the holding aircraft to the special attention area on the EDST display.

t. At sectors where ITAL is in use the sector team will coordinate with each other before inputting interim altitudes on aircraft that will be handed off to another ARTCC.

u. Inform adjacent sectors or facilities of changes in NAVAID status, unusual weather or traffic conditions that might necessitate delays or changes in routes.

v. Adjust equipment at Radar Associate position to be useable by all members of the team.

w. Assume the responsibilities of the Assistant Controller when the Assistant Controller position is combined with the Radar Associate position.

x. Notify the area OS/CIC of any change in a Special Interest Flight (SIF) aircraft's route.

2-3-4. RADAR CONTROLLER WITHOUT A RADAR COORDINATOR
The responsibilities include, but are not limited to:

a. Ensure separation.

b. Monitor and operate radios.

c. All outgoing interphone calls shall be directed to the Radar Associate position unless operationally necessary to call the Radar Controller.

d. Advise transferring controllers in a timely manner to ensure they are able to meet restrictions that are needed to enter your sector safely before accepting a handoff.

(NOTE: The intent is to advise the transferring controller, allowing adequate time, if unable to accept an aircraft because of route, altitude or workload.)

2-3-4. RADAR CONTROLLER WITHOUT A RADAR COORDINATOR
DELETE

e. Scan radar display. Correlate with the Enroute Decision Support Tool (EDST), or the flight progress strip information data, as applicable.

f. Accept and initiate automated handoffs.

g. Provide en route, arriving and departing aircraft with radar monitoring, radar following or radar vectors as necessary.

h. Transmit information concerning significant weather, including radar depicted weather, and when requested, suggests headings or routes to avoid such areas.

i. Ensure aircraft under his/her control remain within his/her area of jurisdiction until radar handoff/prior coordination has been accomplished. Also, retains radar identification as appropriate, until the aircraft departs his/her area of jurisdiction.

j. Where control jurisdiction is to be transferred to non-radar sectors/facilities, assure appropriate separation minima is established prior to transfer of communication.

k. Provide maximum possible assistance and/or protection to lost aircraft and to any other aircraft with in-flight emergencies.

l. Provide additional radar services including: in-flight assistance and radar traffic advisory service to VFR pilots.

m. Ensure computer entries are completed on instructions or clearances issued or received.

n. Advise the Radar Associate Controller of sector actions required to accomplish overall objectives.

o. Assist the Radar Associate Controller with non-automated handoff actions when needed.

p. Assist the Radar Associate Controller with coordination, informing adjacent sectors or facilities of altitude, route changes, time revisions, aircraft equipment status and pertinent remarks.

q. At sectors where ITAL is in use, the sector team will coordinate with each other before inputting interim altitudes on aircraft that will be handed off to another ARTCC.

r. Adjust the equipment at the radar position to be usable by all members of the team.

s. Inform the Operations Supervisor-in-Charge when it is anticipated the sector may exceed its traffic handling capacity and recommends appropriate flow control restrictions.

t. When holding, enter the 4 digit EFC time in the fourth line of the data block to signify that the aircraft has been cleared into the hold and remove it when the aircraft has exited the hold.

u. Assume the responsibilities of all Radar Coordinator and/or Radar Associate position duties when the Radar Coordinator and/or Radar Associate positions are combined with the Radar position.

v. Notify the area OS/CIC of any change in a Special Interest Flight (SIF) aircraft's route.

**2-3-5. RADAR-ASSOCIATE
CONTROLLER WITH A RADAR
COORDINATOR**

The responsibilities include, but are not limited to:

- a. Ensure separation.
- b. Ensure that aircraft will enter the sector with approved separation.
- c. All outgoing interphone calls shall be directed to the Radar Associate position unless operationally necessary to call the Radar Controller.
- d. Call forward to the Radar Coordinator position.
- e. Advise transferring controllers in a timely manner to ensure they are able to meet restrictions that are needed to enter your sector safely before accepting a handoff.
(NOTE: The intent is to advise the transferring controller, allowing adequate time, if unable to accept an aircraft because of route, altitude or workload.)
- f. Ensure non-radar separation standards are applied until radar separation is established.
- g. Update EDST information. Use EDST information to plan, organize, and expedite the flow of traffic.
- h. Sequence flight progress strips, if applicable, under appropriate bay headers after reviewing for accuracy and coordinate as necessary for non-standard routes and/or altitudes.

**2-3-5. RADAR-ASSOCIATE
CONTROLLER WITH A RADAR
COORDINATOR
DELETE**

i. Assist the Radar Controller with entering computer messages to ensure current instructions or clearances are displayed.

j. Actively scan EDST information for predicted alerts. When an EDST alert is displayed, evaluate the alert and take appropriate action as early as practical, in accordance with duty priorities.

k. Monitor radios to ensure accuracy of Radar Controller transmissions and pilot readbacks when not performing higher priority duties.

l. Utilize data received via the D/CRD.

m. Inform the Radar Controller of control information that must be relayed to the pilot.

n. Advise the Radar Coordinator and/or the Radar Controller of sector actions required to accomplish overall objectives.

o. Assist the Radar Controller by accepting or initiating automated handoffs which are necessary for the continued smooth operation of the sector and ensure that the Radar Controller is made immediately aware of any action taken.

p. Assist with coordination, informing adjacent sectors or facilities of altitude, route changes, time revisions, aircraft equipment status and pertinent remarks.

q. Assist with issuing clearances and instructions by interphone to terminals and AFSS's for relay to pilots. Receive information on aircraft's movement and position in the same manner.

r. Assist with ensuring point outs are verbally confirmed with adjacent sectors or facilities.

s. Assist with making computer entries for point outs to adjacent sectors or facilities.

t. At sectors where ITAL is in use, the sector team will coordinate with each other before inputting interim altitudes on aircraft that will be handed off to another ARTCC.

u. Enter a hold message in EDST and move the holding aircraft to the special attention area on the EDST display.

v. Inform adjacent sectors or facilities of changes in NAVAID status, unusual weather or traffic conditions that might necessitate delays or changes in routes.

w. Adjust equipment at Radar Associate position to be useable by all members of the team.

x. Assume the responsibilities of the Assistant Controller when the Assistant Controller position is not staffed.

2-3-6. RADAR CONTROLLER WITH A RADAR COORDINATOR

The responsibilities include, but are not limited to:

a. Ensure separation.

b. Monitor and operate radios.

c. All outgoing interphone calls shall be directed to the Radar Associate position unless operationally necessary to call the Radar Controller.

2-3-6. RADAR CONTROLLER WITH A RADAR COORDINATOR

DELETE

d. Advise transferring controllers in a timely manner to ensure they are able to meet restrictions that are needed to enter your sector safely before accepting a handoff.

(NOTE: The intent is to advise the transferring controller, allowing adequate time, if unable to accept an aircraft because of route, altitude or workload.)

e. Scan radar display. Correlate with the En Route Decision Support Tool (EDST), or the flight progress strip information data, as applicable.

f. Retain use of the keyboard and trackball.

g. Accept and initiate automated handoffs.

h. Provide en route, arriving and departing aircraft with radar monitoring, radar following or radar vectors as necessary.

i. Transmit information concerning significant weather, including radar depicted weather, and when requested, suggest headings or routes to avoid such areas.

j. At sectors where ITAL is in use, the sector team will coordinate with each other before inputting interim altitudes on aircraft that will be handed off to another ARTCC.

k. Ensure aircraft under his/her control remain within his/her area of jurisdiction until radar handoff/prior coordination has been accomplished. Also, retains radar identification as appropriate, until the aircraft departs his/her area of jurisdiction.

l. Where control jurisdiction is to be transferred to non-radar sectors/facilities, assures appropriate separation minima is established prior to transfer of communication.

m. Provide maximum possible assistance and/or protection to lost aircraft and to any other aircraft with in-flight emergencies.

n. Provide additional radar services including: in-flight assistance and radar traffic advisory service to VFR pilots.

o. Ensure computer entries are completed on instructions or clearances you issue or receive.

p. Advise the Radar Coordinator and/or the Radar Associate positions of sector actions required to accomplish overall objectives.

q. Assist the Radar Coordinator and/or Radar Associate Controller with non-automated handoff actions when needed.

r. Assist the Radar Coordinator and/or Radar Associate Controller with coordination, informing adjacent sectors or facilities of altitude, route changes, time revisions, aircraft equipment status and pertinent remarks.

s. Adjust the equipment at the Radar position to be usable by all members of the team.

t. Inform the Operations Supervisor-in-Charge when it is anticipated the sector may exceed its traffic handling capacity and recommend appropriate flow control restrictions.

u. When holding, enter the 4 digit EFC time in the fourth line of the data block to signify that the aircraft has been cleared into the hold and remove it when the aircraft has exited the hold.

v. Assume the responsibilities of all Radar Coordinator and/or Radar Associate position duties when the Radar Coordinator and/or Radar Associate positions are combined with the Radar position.

2-3-7. RADAR COORDINATOR

The responsibilities include, but are not limited to:

a. Ensure separation.

b. Operate interphones.

c. All outgoing interphone calls shall be directed to the Radar Associate position unless operationally necessary to call the Radar Controller.

d. Coordinate, informing adjacent sectors or facilities of altitude, route changes, time revisions, aircraft equipment status and pertinent remarks.

e. Ensure point outs are verbally confirmed with adjacent sectors or facilities.

f. Point out potential conflicts and suggests corrective action.

g. Advise transferring controllers in a timely manner to ensure they are able to meet restrictions that are needed to enter your sector safely before accepting a handoff.

(NOTE: The intent is to advise the

2-3-7. RADAR COORDINATOR

DELETE Remainder of Section Re Numbered

transferring controller, allowing adequate time, if unable to accept an aircraft because of route, altitude or workload.)

h. Advise the Radar Controller and/or the Radar Associate Controller of sector actions required to accomplish overall objectives.

i. Ensure all non-automated handoff actions are completed.

j. Issue clearances and instructions by interphone to terminals and AFSS's for relay to pilots. Receive information on aircraft's movement and position in the same manner.

k. Monitor radios to ensure accuracy of Radar Controller transmissions and pilot readbacks when not performing higher priority duties.

l. At sectors where ITAL is in use, the sector team will coordinate with each other before inputting interim altitudes on aircraft that will be handed off to another ARTCC.

2-3-8. CONTROLLER-IN-CHARGE (CIC)

a. Assigns controllers to position of operation, taking into account their capabilities and qualifications. Maintaining awareness of air traffic activity and ensuring that controllers issue control clearances and instructions in accordance with established procedures in order to maintain a safe and expeditious flow of aircraft. Ensures the appropriate temporary corrective actions are taken whenever controller deficiencies are noted. Rotating controllers through different positions of operation to provide relief from fatigue, monotony, and constant work at any operational position.

2-3-2. CONTROLLER-IN-CHARGE (CIC)

a. Assigns controllers to position of operation, taking into account their qualifications. Maintaining awareness of air traffic activity and ensuring that controllers issue control clearances and instructions in accordance with established procedures in order to maintain a safe and expeditious flow of aircraft. Ensures the appropriate temporary corrective actions are taken whenever controller deficiencies are noted. Rotating controllers through different positions of operation to provide relief from fatigue, monotony, and constant work at any operational position.

d. Leave requests for other shifts (next day, etc.) shall be referred to a permanent Front Line Manager or Operations Manager.

e. Keeps Operations Manager informed about: the work situation and requirements for overtime, maintains an awareness of traffic management procedures invoked, adjustments required to gain the best use of available airspace and to assure such measures are removed when they are no longer needed.

2-3-8. ADD

2-3-10. FLIGHT DATA MONITOR (FDM)

p. (2) Review the NAS Alert databases after any ERAM re-start.

(4) Notify the SFDCS of all Alert Aircraft Log/database discrepancies. (Note: The SFDCS will coordinate discrepancies with the P&R Office.)

2-3-12. FRONT LINE MANAGER-IN-CHARGE (FLMIC)

e. Maintain an awareness of air traffic activity. Receive and conduct briefings on, and make decisions concerning:

d. **Schedule**/leave requests for other shifts (next day, etc.) shall be referred to a Operations Supervisor or Operations Manager.

e. Keeps Operations Manager informed about: the work situation and requirements for overtime, maintains an awareness of traffic management procedures invoked, adjustments required to gain the best use of available airspace and to assure such measures are removed when they are no longer needed. **Prior to requesting a Traffic Management Initiative to address a staffing or Area configuration concern, coordinate the specifics with the OMIC.**

2-3-2. p. Inform sector personnel and other OS/CICs affected by Presidential Aircraft, Special Operations Aircraft, Suspected Stolen Aircraft, or Special Interest Flights (SIF) aircraft activity as appropriate. Notify the STMC of any change in a SIF aircraft's route.

2-3-4. FLIGHT DATA MONITOR (FDM)

p. (2) Review the NAS Alert databases.

(4) Notify the SFDCS of all Alert Aircraft Log/database discrepancies. (Note: The SFDCS will coordinate discrepancies with the **Airspace and Procedures Office.**)

2-3-6. OPERATIONS SUPERVISOR-IN-CHARGE (OSIC)

e. Maintain an awareness of air traffic activity. Receive and conduct briefings on, and make decisions concerning:

(1) Scheduled/unscheduled equipment/NAVAID outages

(2) Traffic flow restrictions.

(3) Sector workload (traffic demands)

(4) Sector configurations

(5) Training

(5) Position relief

(6) Current and forecasted weather

(7) Weather avoidance procedures

(8) Adjacent facility status

(9) Back-up system status

(10) Military operations

2-3-12. ADD

2-3-13 w. ADD

(1) Scheduled/unscheduled equipment/NAVAID outages

(2) Traffic flow restrictions.

Prior to requesting a Traffic Management Initiative to address a staffing or Area configuration concern, coordinate the specifics with the OMIC.

(3) Sector workload (traffic demands)

(4) Sector configurations

(5) Training

(5) Position relief

(6) Current and forecasted weather

(7) Weather avoidance procedures

(8) Adjacent facility status

(9) Back-up system status

(10) Military operations

2-3-6. m. . Inform sector personnel and other OS/CICs affected by Presidential Aircraft, Special Operations Aircraft, Suspected Stolen Aircraft, or Special Interest Flights (SIF) aircraft activity as appropriate. Notify the STMS of any change in a SIF aircraft's route.

2-3-7 w. The OMIC shall respond to a NAS Security Alert as follows:

Notify the STMC/TMCIC and affected OS/CIC as appropriate, of a

proposed or active flight plan containing a Presidential Aircraft or Special Operations identifier.(2) Notify the affected OS/CIC of a proposed or active flight plan containing a suspected stolen aircraft identifier. If the aircraft's N-number and type/make/model correspond to the data in the Stolen Aircraft List, notify EPIC Tactical Air Watch. (c) Upon notification of a SIF flight plan, compare the route posted on the Special Interest Flight Website with the actual route issued to the aircraft. Notify the appropriate area OS/CIC of the SIF on a recorded line, and coordinate any reroutes necessary to ensure the flight operates along an appropriate route posted on the Special Interest Flight Website.(d) Coordinate SIF route changes with the FAA System Operations Security Center (SOSC) when the flight is in a proposed status or with the OMIC when the flight is in an active status, as appropriate.

2-4-4. ROUTE CHANGES

c. Controllers shall update the route of flight, to the extent possible, to ensure continued automated tracking and updating. Aircraft operating on AARs and ADARs to the Chicago Metropolitan Area should not be routed off the preferential routing inside of transitional fixes used to establish AARs and ADRs.

2-4-5. NAVAID OUTAGES

NAVAID outage information shall be disseminated to the appropriate sector(s) by the Operations Manager in Charge (OMIC) or his/her designee.

2-4-4. ROUTE CHANGES

c. Controllers shall update the route of flight, to the extent possible, to ensure continued automated tracking and updating.

2-4-5. NAVAID OUTAGES

NAVAID outage information shall be disseminated to the appropriate sector(s) by the Operations Manager in Charge (OMIC) or his/her

ERIDS shall be the primary means for disseminating outage information, but other methods may be used if there is an operational necessity (e.g., immediate notification of adjacent sectors until a NOTAM is issued).

2-4-8. Enhanced Back-up Surveillance (EBUS)

v. The timing out of a data block on an inter-facility or intra-facility hand off is handled the same way as in NAS. When operating in the EBUS-Only mode, the NAS patch that prevents a data block that has been handed off from timing out within a sector is NOT operational. If a data block is handed off and accepted by the receiving sector more than 10 minutes flying time from a sector boundary, the data block will drop off the transferring controller's display.

2-4-9. OPENING AND CLOSING SECTORS

b. Transferring Controller must:

(1) Upon notification from the Operations Supervisor-in-Charge, conduct a briefing using the position relief checklist with the receiving sector controller(s) including ERIDS configuration and NOTAM information.

2-4-12. MANUAL COORDINATION

b. At sectors where ITAL is in use, manual coordination is required on any interim altitude changes within 15 miles of the center boundary. This applies only to aircraft that will be handed off to other centers.

designee. **(Normally a TMU Coordinator)**. ERIDS shall be the primary means for disseminating outage information, but other methods may be used if there is an operational necessity (e.g., immediate notification of adjacent sectors until a NOTAM is issued).

2-4-8. Enhanced Back-up Surveillance (EBUS)

v. The timing out of a data block on an inter-facility or intra-facility hand off is handled the same way as in ERAM. When operating in the EBUS-Only mode, the **ERAM automation** that prevents a data block that has been handed off from timing out within a sector is NOT operational. If a data block is handed off and accepted by the receiving sector more than 10 minutes flying time from a sector boundary, the data block will drop off the transferring controller's display.

2-4-9. OPENING AND CLOSING SECTORS

b. Transferring Controller must:

(1) Conduct a briefing using the position relief checklist with the receiving sector controller(s) including ERIDS configuration and NOTAM information.

2-4-12. MANUAL COORDINATION

b. At sectors where ITAL **(Interim Altitude ERAM Patch)** is in use, manual coordination is required on any interim altitude changes within 15 miles of the center boundary. This applies only to aircraft that will be handed off to other centers.

2-4-14. ERAM OMIC KNOWN EVENT PROCESSING

b. If fact-finding results in a suspected loss or airspace anomaly, follow OMIC Non-OEDP Occurrence Reporting Flowchart

2-4-15. METHODS FOR RELAYING/REQUESTING/RECEIVING INFORMATION

a. The following methods are available for relaying/requesting/receiving information:

- (1) Flight strip printer.
- (2) VSCS interphone system.
- (3) Alphanumeric keyboard.
- (4) Computer readout device.
- (5) Phone/handset.
- (6) Quick action keys.
- (7) EDST
- (8) ESIS
- (9) ERIDS

b. Priority list for handling data:

- (1) Active flight plan information received via interphone.
- (2) Forwarding active flight plan information via interphone.
- (3) SIGMETs/CWAs, PIREPs.
- (4) Strip requests.

2-4-14. ERAM OMIC KNOWN EVENT PROCESSING

b. If fact-finding results in a suspected loss or airspace anomaly, follow ZAU Event Occurrence Reporting Flowchart.

2-4-15. METHODS FOR RELAYING/REQUESTING/RECEIVING INFORMATION

DELETE

(5) Computer amendments.

(6) NOTAMs, TMU messages, equipment outages, GI messages.

c. When flight progress strips are necessary, active flight progress strips shall be placed below the appropriate active bay header at the sector. Proposal strips shall be placed in the proposal bay.

d. PIREPs, SIGMETs, CWAs, NOTAMs, NAS status, flow restrictions, SUA status and other pertinent information shall be placed/noted in the appropriate status information area. This information may be obtained from the flight data printer or Operations Supervisor-in-Charge.

2-4-18. SINGLE - LETTER FACILITY HANDOFF IDENTIFIERS

Dayton - _____ X

2-4-27. DUTY FAMILIARIZATION AND THE TRANSFER OF POSITION RESPONSIBILITY

Title through 2-4-27a.(5), no change

2-4-18. SINGLE - LETTER FACILITY HANDOFF IDENTIFIERS

Volk – X

2-4-27. DUTY FAMILIARIZATION AND THE TRANSFER OF POSITION RESPONSIBILITY

Title through 2-4-27a.(5), no change

NOTE: Pre-duty familiarization includes the requirement that all operational personnel, prior to working their first control position of their duty day, must view and listen to the recorded Center Weather Service Unit (CWSU) briefing, when available. Viewing this briefing does not eliminate the responsibility to get a complete position relief briefing (including weather) when assuming a control position.

2-4-28. FORMAT OF INDEPENDENT DATA BLOCKS

a. If for any reason, a controller is unable to display an actual NAS generated data block on a particular point out aircraft, the controller may initiate a data block independent of the NAS system. The format of these independent data blocks shall be, as a minimum, as follows:

2-4-32. REPORTING AUTOMATION ISSUES/CHANGE REQUESTS

a. When automation issues are encountered involving ERAM/DSR-EDST/TMA/ECG-EBUS, report the event on the ZAU Automation Trouble Report form. For Automation Change Requests or Automation Enhancements, these requests shall be completed using the Airspace and Procedures Request Form. (See Figure 2-4-5). When completed, Trouble Reports shall be routed through the Area OS subsequently through the OMIC for validation, who in turn, may forward the form to Airspace and Procedures for analysis. The Airspace and Procedures Request Form shall be routed through the Area OMIC and Area NATCA representative for signature then be forwarded to the Airspace and Procedures Office for processing.

2-4-35. ERAM LOCAL INTERIM ALTITUDE FOR AIRCRAFT EXITING CHICAGO ARTCC TO AN ADJACENT ARTCC

Local Interim Altitude (LIA) shall only be used for aircraft exiting Chicago ARTCC to an adjacent ARTCC. When a local interim altitude is used during an intra-facility point out, the controller shall verbally state the coordinated altitude in the data block.

2-4-28. FORMAT OF INDEPENDENT DATA BLOCKS

a. If for any reason, a controller is unable to display an actual ERAM generated data block on a particular point out aircraft, the controller may initiate a data block independent of the ERAM system. The format of these independent data blocks shall be, as a minimum, as follows:

2-4-32. REPORTING AUTOMATION ISSUES/CHANGE REQUESTS

a. When automation issues are encountered involving ERAM/DSR-EDST/TMA/ECG-EBUS, report the event on the ZAU Automation Trouble Report form. For Automation Change Requests or Automation Enhancements, these requests shall be completed using the Airspace and Procedures Request Form. (See Figure 2-4-5). The Airspace and Procedures Request Form shall be routed through the Area OMIC and Area NATCA representative for signature then be forwarded to the Airspace and Procedures Office for processing.

b. Trouble Reports shall be routed through the Area OS subsequently through the OMIC for validation, who in turn, may forward the form to Airspace and Procedures for analysis.

2-4-35. ERAM LOCAL INTERIM ALTITUDE FOR AIRCRAFT EXITING CHICAGO ARTCC TO AN ADJACENT ARTCC

Local Interim Altitude (LIA) shall only be used for aircraft exiting Chicago ARTCC to an adjacent ARTCC.

**2-4-36. WAIVER TO REQUIREMENTS
FOR USE OF INTERIM ALTITUDES***b. High Altitude Sectors*

(6) HAWKS (92) Chicago Approach
Control departures only

**2-4-36. WAIVER TO REQUIREMENTS
FOR USE OF INTERIM ALTITUDES***b. High Altitude Sectors*

(6) HAWKS (92) Chicago Approach
Control departures only. **Only applies
between HAWKS (92) and IOW (94).
Does not apply between HAWKS (92)
and ARL (76)**

2-4-39. FACILITY BRIEFING PROGRAM

a. Requirements. The following
briefing items will be disseminated and
recorded through **Briefing Tracker**:

b. Procedures.

(1) The originating office shall determine the appropriate distribution and the classification of the correspondence (Urgent, Mandatory, Informational, & Daily Briefing). The current versions of FAA Order 3120.4, Air Traffic Technical Training and FAA Order 7210.3, Facility Operation and Administration may be used as reference guides. **All items shall be submitted through use of the Briefing Item Submission Sheet.** The completed sheet shall be sent to the Program Support Assistants through the PSA Service Request on the KSN site along with the correspondence as an attachment. Specific requirements shall also be noted on the correspondence (example: classification and due date if appropriate). For proficiency training, indicate on the correspondence the expected time needed to complete the briefing and whether it is refresher or supplemental.

(2) The Program Support Assistants in the Resource Management Office shall populate the **Briefing Tracker**, insert the item, and indicate as an Urgent, Mandatory, Informational, or Daily.

(3) A tracking number shall be assigned by the Program Support Assistants when initiating Urgent,

2-4-39. FACILITY BRIEFING PROGRAM

a. Requirements. The following
briefing items will be disseminated and
recorded through **CEDAR**:

b. Procedures.

(1) The originating office shall determine the appropriate distribution and the classification of the correspondence (Urgent, Mandatory, Informational, & Daily Briefing). The current versions of FAA Order 3120.4, Air Traffic Technical Training and FAA Order 7210.3, Facility Operation and Administration may be used as reference guides. **Briefing Requests shall be sent to Program Support Assistants or Management Program Analysts through the service request tool on the ZAU KSN Site.** Specific requirements shall also be noted on the correspondence (example: classification and due date if appropriate). For proficiency training, indicate on the correspondence the expected time needed to complete the briefing and whether it is refresher or supplemental.

(2) The Program Support Assistants in the Resource Management Office shall populate **CEDAR**, insert the item, and indicate as an Urgent, Mandatory, Informational, or Daily.

(3) A tracking number shall be assigned by the Program Support

Mandatory, Informational, or Daily Briefing correspondence and maintain a tracking system for these items. Daily briefing items will be numbered sequentially as administered.

(4) When an Urgent briefing item is issued, the Program Support Assistants shall distribute a written notification to the affected areas informing them of an Urgent briefing item in the Briefing Tracker.

(5) Once all personnel have initialed for a required Urgent or Mandatory item, or the information is no longer valid, the item will be removed from the Briefing Tracker. These items will be viewable in the briefing archive.

(6) Information items will be dropped from the Briefing Tracker after a period of thirty days. These items will be viewable in the information archive after the thirty-day parameter.

(7) Managers and supervisors shall ensure employee attendance at daily briefings during the administered cycle.

(8) Managers and supervisors shall ensure appropriate administration of all Urgent and Mandatory briefing items per the above requirements.

(9) All employees are required to attend all assigned daily briefings and utilize the Briefing Tracker per the above requirements.

(10) When individuals return from extended absences, they must initial all required briefing items upon their return.

c. System Failure Instructions. In an event of a system failure with the Briefing Tracker, initial sheets will be generated and copies of the correspondence distributed to all of the affected areas.

Assistants when initiating Urgent, Mandatory, Informational, or Daily Briefing correspondence and maintain a tracking system for these items. Daily briefing items will be numbered sequentially as administered.

(4) When an Urgent briefing item is issued, the Program Support Assistants shall distribute a written notification to the affected areas informing them of an Urgent briefing item in CEDAR.

(5) Once all personnel have initialed for a required Urgent or Mandatory item, or the information is no longer valid, the item will be removed from CEDAR. These items will be viewable in the briefing archive.

(6) Information items will be dropped from CEDAR after a period of thirty days. These items will be viewable in the information archive after the thirty-day parameter.

(7) Managers and supervisors shall ensure employee attendance at daily briefings during the administered cycle.

(8) Managers and supervisors shall ensure appropriate administration of all Urgent and Mandatory briefing items per the above requirements.

(9) All employees are required to attend all assigned daily briefings and utilize CEDAR per the above requirements.

(10) When individuals return from extended absences, they must initial all required briefing items upon their return.

c. System Failure Instructions. In an event of a system failure with CEDAR, initial sheets will be generated and copies of the correspondence distributed to all of the affected areas.

2-4-40.ADD**2-4-40. PROCEDURES FOR
HANDLING PRESIDENTIAL VISITS
TO CHICAGO ARTCC AIRSPACE****a. Airspace and Procedures Office
shall:**

**(1) Be the administrative Point
of Contact (POC) for pre-visit
coordination of Presidential visits
within Chicago ARTCC airspace or
airspace immediately adjacent to
Chicago ARTCC.**

**(2) Participate in pre-visit
coordination via email, telecons, etc.**

**(3) To the extent practicable,
collect, collate and verify the location,
date and times of Presidential visits.**

**(4) Forward a detailed map
displaying the preliminary locations of
scheduled or (as needed) military
airspace, e.g., Combat Air Patrol
(CAP), Airborne Aerial Refueling
(AAR) and Airborne Early Warning
and Command (AEW) and locations of
Temporary Flight Restrictions (TFRs)
to the Chicago ARTCC Traffic
Management Unit (TMU) and affected
approach controls for analysis of
traffic impact.**

**(5) Forward a briefing package (Figure 2-4-X) for operational
personnel via the Supervisory Traffic
Management Unit (STMC). Briefing
package shall contain all available
maps and information on locations,
dates, times, TFRs, Military airspace
and assets, etc.**

**(6) Serve as post-event POC for
coordination of comments, issues,
lessons learned, binders, etc.**

b. TMU shall:

(1) Ensure any pre-visit information of Presidential visits within Chicago ARTCC airspace or airspace immediately adjacent to Chicago ARTCC is forwarded to the Airspace and Procedures Office.

(2) To the extent practicable, participate in pre-visit coordination via email, telecons, etc.

(3) Review the map and information supplied by the Airspace and Procedures Office displaying the preliminary locations of requested airspace. TMU shall evaluate traffic impact of the visit with the affected operational areas and other affected facilities, e.g., ARTCC, ATCT, FBO, etc.

(4) Develop Coded Departure Routes (CDRs) and/or other routings to avoid military or restricted airspace as necessary.

(5) Verify that the Air Traffic Control System Command Center (ATCSCC) is aware of the VIP mission and the projected impact to air traffic operations.

(6) Ensure that the necessary coordination with the affected facilities, e.g., ARTCC, ATCT, FBO, etc., has been completed. All faxed information shall be verified by verbal coordination.

(7) The STMC shall serve as the POC for receipt and distribution of the briefing package for operational personnel supplied by the Airspace and Procedures Office. TMU will revise plans as necessary, and re-evaluate all revisions to the final

airspace package when available.

(8) The STMC will provide an overview of expected impact to the Operations Manager-in-Charge/Area Operations Supervisors and staff during the weather briefings on the date of the event and distribute VIP movement packages for each area including the OMIC.

(9) Coordinate with the Center Weather Service Unit (CWSU) for meteorological conditions that may impact the VIP visit.

(10) Serve as the facility POC for real-time adjustment and movement of TFR and military airspace due to unforeseen circumstances, e.g., weather, emergencies, etc. Coordination shall be completed prior to airspace adjustment with all affected parties, i.e., Domestic Events Network (DEN), Area OSs, OMIC, Approach Controls, military, etc.

(11) Record suggestions, comments, lessons learned, etc., regarding the VIP visit on the STMC checklist (Figure 2-4-X) at the end of each shift.

c. OMIC shall:

(1) Review the map and briefing information supplied by the TMU during the weather briefings on the date of event and ensure dissemination to affected operational personnel.

(2) Ensure that necessary equipment, communications, VSCS TEMP MODS, etc., and staffing are operational and available.

(3) Ensure that necessary coordination with the affected positions and facilities regarding procedures, airspace, routings, etc., have been completed.

(4) Ensure display of necessary military and restricted airspace on Main Display Monitor (MDMs) of appropriate operational positions for the duration of the visit.

(5) Serve as POC for receipt and distribution of information between the operational areas and the Domestic Events Network.

(6) Coordinate with the operational areas/TMU/DEN for events or meteorological conditions that may require real-time adjustment and movement of TFR and military airspace.

(7) Record suggestions, comments, lessons learned, etc., regarding the VIP visit on the OMIC checklist (Figure 2-4-X) at the end of each shift.

d. OS shall:

(1) Upon request, provide input on pre-visit information of Presidential visits within Chicago ARTCC airspace or adjacent airspace to the TMU.

(2) Review the map and briefing information supplied by the TMU during the weather briefings on the date of event and ensure dissemination to affected operational personnel.

(3) Ensure that necessary equipment, communications, VSCS TEMP MODS, etc., and staffing are operational and available.

(4) Ensure that necessary coordination with the affected positions and facilities regarding procedures, airspace, routings, etc., have been completed.

(5) Ensure display of necessary military and restricted airspace on MDMs of appropriate operational positions for the duration of the visit.

(6) Serve as POC for receipt and distribution of information between the operational position and the OMIC/DEN.

(7) Coordinate with the operational position/TMU/OMIC/DEN for events or meteorological conditions that may require real-time adjustment and movement of TFR and military airspace.

(8) Record suggestions, comments, lessons learned, etc., regarding the VIP visit on the OS checklist (Figure 2-4-X) at the end of each shift.

e. Airspace:

(1) The DEN will activate/deactivate TFR airspace (airspace may be utilized earlier or extended later than scheduled, depending on VIP itinerary).

(2) Military airspace (ATCAA, CAP, AAR, and AEW) is activated when a participating aircraft is cleared into the airspace.

f. All references to the President, Presidential, etc. via landline, DEN, etc. shall be referred to as VIP.

g. Information regarding NORDO aircraft, suspicious aircraft, TFR violations, Pilot Deviations, etc., shall be announced on the DEN.

h. The Chicago ARTCC VIP checklists are intended as a guideline for a VIP visit and may not be all inclusive.

(1) Airspace and Procedures Office

(2) Supervisory Traffic Management Coordinator (STMC)

(3) Operations Manager-in-Charge (OMIC)

(4) Operations Supervisor/Controller-in-Charge.

Date
(City,State)

UTC Times of visit

Location

CHICAGO ARTCC VIP CHECKLIST

AIRSPACE AND PROCEDURES OFFICE

- ☐ Compile preliminary VIP information, forward to Support Manager, Airspace and Procedures, TMU/TMO and effected approach controls.
- ☐ Create ZAU maps of TFRs and scheduled or “as needed” military airspace, forward copies to TMU and effected approach controls.
- ☐ In collaboration with TMU, evaluate affect of proposed impact to ZAU traffic.
- ☐ Coordinate any requested revisions to airspace with all necessary facilities/agencies.
- ☐ Verify TFR locations, dates and times, overlay detailed information on ZAU map.
- ☐ Verify CAP/AAR/AEW locations, dates, times, altitudes, aircraft call signs and types, overlay detailed information on ZAU map.
- ☐ Create briefing packet including dates, times, TFRs, military assets, possible traffic impact and reroutes, coordinated frequencies, landlines, Gateway procedures, etc.
- ☐ Participate in scheduled pre-visit Telecons, invite affected facilities/representatives to participate.
- ☐ Distribute completed briefing packets and VIP binders to STMC, once all information verified.
- ☐ Review comments/lessons learned.
- ☐ Review/modify procedural issues with appropriate facilities/agencies.

Figure 2-4-X

Date

UTC Times of visit

Location (City,State)

CHICAGO ARTCC VIP CHECKLIST

SUPERVISORY TRAFFIC MANAGEMENT COORDINATOR (STMC)

- ☐ Evaluate/Coordinate impact to ZAU traffic prior to visit.
- ☐ Advise all ATCT/FBO that will be affected by the TFR prior to the visit.
- ☐ Ensure CDRs are established and briefed.
- ☐ Post copies of completed briefing packages into VIP binders.
- ☐ Distribute binders to area OSs, STMC, OMIC.
- ☐ At least 30 minutes prior, Monitor Den.
- ☐ Ensure MDMs have TFR/Military airspace depicted.
- ☐ Ensure phone number for DEN and pass code available.
- ☐ Ensure participating military aircraft (Fighters, Tankers, AWACs) are entered in TSD.
- ☐ Ensure operational status of VSCS equipment 043 line/765 line/EADS line/DEN.
- ☐ Ensure EADS line established at all necessary operational positions.
- ☐ Ensure VSCS TEMP MODS performed as appropriate (all areas).
- ☐ Ensure display of TFR and Military airspace (CAP/AAR/AEW) on ESIS.
- ☐ Anticipate/Coordinate alternate ATCAA locales to be established in case of WX.
- ☐ Record comments and/or lessons learned regarding the visit on checklist.
- ☐ Compile/Collect information from all OS's OMIC, TMU regarding the visit.
- ☐ Forward information, comments or lessons learned to the Airspace and Procedures Office.
- ☐ Ensure VIP binders are returned to Airspace and Procedures Office after visit.

Figure 2-4-X

Date
(City,State)

UTC Times of visit

Location

CHICAGO ARTCC VIP CHECKLIST

OPERATIONS MANAGER IN CHARGE (OMIC)

- ☐ Conduct a briefing, including Military and TFR requirements, with all personnel.
- ☐ Determine additional staffing or equipment requirements.
- ☐ Monitor the DEN. If possible, locate at a radar display position.
- ☐ Coordinate as necessary between the DEN, operational positions and Area OSs.
- ☐ Notify Areas and TMU of ATCAA requested and/or TFRs active.
☐North ☐ Northeast ☐West ☐East ☐ Southeast☐South ☐Southwest ☐Northwest ☐
 TMU.
- ☐ Notify DEN when military airspace has been released to C90 and/or activated _____z.
- ☐ Track and record Targets of Interest (TOI).
- ☐ Record TFR violations as pilot deviations (PD). Report the PD number over the DEN.
- ☐ Assist in coordination of alternate ATCAA locales due to WX.
- ☐ Coordinate/Notify Areas/TMU of TFR deactivation and/or CAP/AAR termination.
☐North ☐ Northeast ☐West ☐East ☐ Southeast☐South ☐Southwest ☐Northwest ☐
 TMU.
- ☐ Notify DEN that at _____z airspace has returned to ZAU.
- ☐ Record comments or lessons learned in checklist and forward to STMC.

Figure 2-4-X

Date
(City,State)

UTC Times of visit

Location

VIP CHECKLIST

OPERATIONS SUPERVISOR/CONTROLLER IN CHARGE

- ☐ Ensure operational personnel are briefed on VIP visit dates, times, TFRs, military assets, possible traffic impact and reroutes, coordinated frequencies, landlines, Gateway procedures, etc.
- ☐ Determine additional staffing and/or equipment requirements.
- ☐ Ensure TEMP MODS performed as necessary (043 line, 765 line, EADS line).
- ☐ Ensure operational status of VSCS/TEMP MOD.
- ☐ Verify MDMs have TFR/military airspace depicted as necessary.
- ☐ Coordinate as necessary between the OMIC, TMU and DEN.
- ☐ Notify OMIC when military airspace has been released to C90 and/or activated ____Z.
- ☐ Track and record Targets of Interest (TOI).
- ☐ Record TFR violations as pilot deviations (PD). Report the PD to the OMIC.
- ☐ Assist in coordination of alternate ATCAA locales due to WX.
- ☐ Notify ATCS of TFR deactivation and/or CAP/AAR termination.
- ☐ Record comments and lessons learned in checklist and forward to STMC.

Figure 2-4-X

ZAU SPECIAL ACTIVITY AIRSPACE PACKAGE BRIEFING and CUSTODY DOCUMENT

MISSION: POTUS Visit to Des Moines, IA

DATE(S): DRAFT

MISSION SYNOPSIS:

SAMPLE

CUSTODY RECORD:

(Indicate receipt of package and briefing by entering date, time, area, name, and initial. Forward to and brief next person in line to receive package if applicable. Return to Airspace Office with any comments or synopsis of the exercise when complete.)

DATE	TIME	AREA	RECEIVED BY	INITIAL

ACTIVITY COMMENTS:

Enter any comments on the activity here:

SAMPLE

POTUS Visit to Des Moines, IA

POTUS (President of the United States) visit to Des Moines, IA on DRAFT.

CAPS -

IF NEEDED-The Pioneer Low CAP will be utilized for the visit. See attached.

REFUELING TRACK

IF NEEDED-The Pioneer HIGH AAR will be utilized for this visit. See attached.

AWACS

AWACS aircraft will utilize the Gavin AEW, **if needed**. See attached.

- **Bull's-eye for TOI will be Des Moines VORTAC (DSM)**
- **Watch Call is "Des Moines Watch"**
- **FAA Security Coordinator – (202) 493-5107**
- **DEN # - (202) 493-4170 Password - REMEMBRANCE**

TFR - FDC NOTAM 5/DRAFT

30 NM radius and 10 NM radius Temporary flight restricted zones will be established in ZAU airspace. Locations and times are displayed on the attached maps. The requirements for the restricted areas follow:

The Federal Aviation Administration (FAA) classifies the airspace defined in this NOTAM as 'National Defense Airspace'. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by law enforcement/security personnel. Any of the following additional actions may also be taken against a pilot who does not comply with the requirements or any special instructions or procedures announced in this NOTAM:

- A) The FAA may take administrative action, including imposing civil penalties and the suspension or revocation of Airmen Certificates; or
- B) The United States Government may pursue criminal charges, including charges under Title 49 of The United States Code, Section 46307; or
- C) The United States Government may use deadly force against the airborne aircraft, if it is determined that the aircraft poses an imminent security threat. Pursuant to Title 14, Section 91.141 of the Code of Federal Regulations, aircraft flight operations are prohibited within:

SEE ATTACHED MAPS FOR TIMES AND LOCATIONS

Except as specified below and/or unless authorized by ATC in consultation with the Air Traffic Security Coordinator via the Domestic Events Network (DEN):

A. All aircraft operations within the 10 NMR area(s) listed above, known as the inner core(s), are prohibited except for:

Approved law enforcement, military aircraft directly supporting the United States Secret Service (USSS) and the office of the President of The United States, approved air ambulance flights and regularly scheduled commercial passenger and all-cargo carriers operating under one of the following TSA-approved standard security programs/ procedures: Aircraft Operator Standard Security Program (AOSSP), Full All-cargo Aircraft Operators Standard Security Program (FACAOSSP), Model Security Program (MSP), Twelve Five Standard Security Program (TFSSP), All Cargo or All-Cargo International Security Procedure (ACISP) and are arriving into and/or departing from 14 CFR part 139 airports. All emergency/life saving flight (medical/law enforcement/firefighting) operations must coordinate with ATC prior to their departure at **(515) 287-DRAFT**, to avoid potential delays.

B. For operations within the airspace between the 10 NMR and 30 NMR area(s) listed above, known as the outer ring(s):

All aircraft operating within the outer ring(s) listed above are limited to aircraft arriving or departing local airfields, and workload permitting, ATC may authorize transit operations. Aircraft may not loiter. All aircraft must be on an active IFR or VFR flight plan with a discrete code assigned by an Air Traffic Control (ATC) facility. Aircraft must be squawking discrete code prior to departure and at all times within the TFR and must remain in two-way radio communication with ATC.

C. The following operations are not authorized within this TFR:

Flight training, practice instrument approaches, aerobatic flight, glider operations, seaplane operations, parachute operations, ultralight, hang gliding, balloon operations, agriculture/crop dusting, animal population control flight operations, banner towing operations, sightseeing operation, maintenance test flights, model aircraft operations, model rocketry, and unmanned aerial systems (UAS), and utility and pipeline survey operations.

D. FAA recommends that all aircraft operators check NOTAMS frequently for possible changes to this TFR prior to operations within this region.

Airspace/TFR Information

TFRs (Green)

<u>Airspace label</u>	<u>Location</u>	<u>Time (z)</u>	<u>Altitudes</u>	<u>Map Preset</u>
<u>ZAU 5/DRAFT</u>				
A (30 NMR)	413500N/933700W	1815-2300z	SFC-17,999	N
B (10 NMR)	413500N/933700W	1815-2300z	SFC-17,999	N

CAPs (Pink)

<u>Airspace label</u>	<u>Location (20 NMR)</u>	<u>Time</u>	<u>Altitudes</u>	<u>Map Preset</u>
Pioneer Low	413200N/933900W	IF NEEDED	FL180B200	N

Refueling Track (Orange)

<u>Airspace label</u>	<u>Location</u>	<u>Time</u>	<u>Altitudes</u>	<u>Map Preset</u>
Pioneer High	414800N/942300W 414800N/925700W 411700N/925700W 411700N/942300W	IF NEEDED	FL210B230	N

AEW (Black)

<u>Airspace label</u>	<u>Location</u>	<u>Time</u>	<u>Altitudes</u>	<u>Map Preset</u>
Gavin	421800N/952600W 425300N/944400W	IF NEEDED	FL290B310	N

Expect a single AEW altitude from ATC.

Figure 2-4-X

Airspace/TFR Information

TFRs (Green)

<u>Airspace label</u>	<u>Location</u>	<u>Time (z)</u>	<u>Altitudes</u>	<u>Map Preset</u>
<u>ZAU 5/DRAFT</u>				
A (30 NMR)	413500N/933700W	1815-2300z	SFC-17,999	N
B (10 NMR)	413500N/933700W	1815-2300z	SFC-17,999	N

CAPs (Pink)

<u>Airspace label</u>	<u>Location (20 NMR)</u>	<u>Time</u>	<u>Altitudes</u>	<u>Map Preset</u>
Pioneer Low	413200N/933900W	IF NEEDED	FL180B200	N

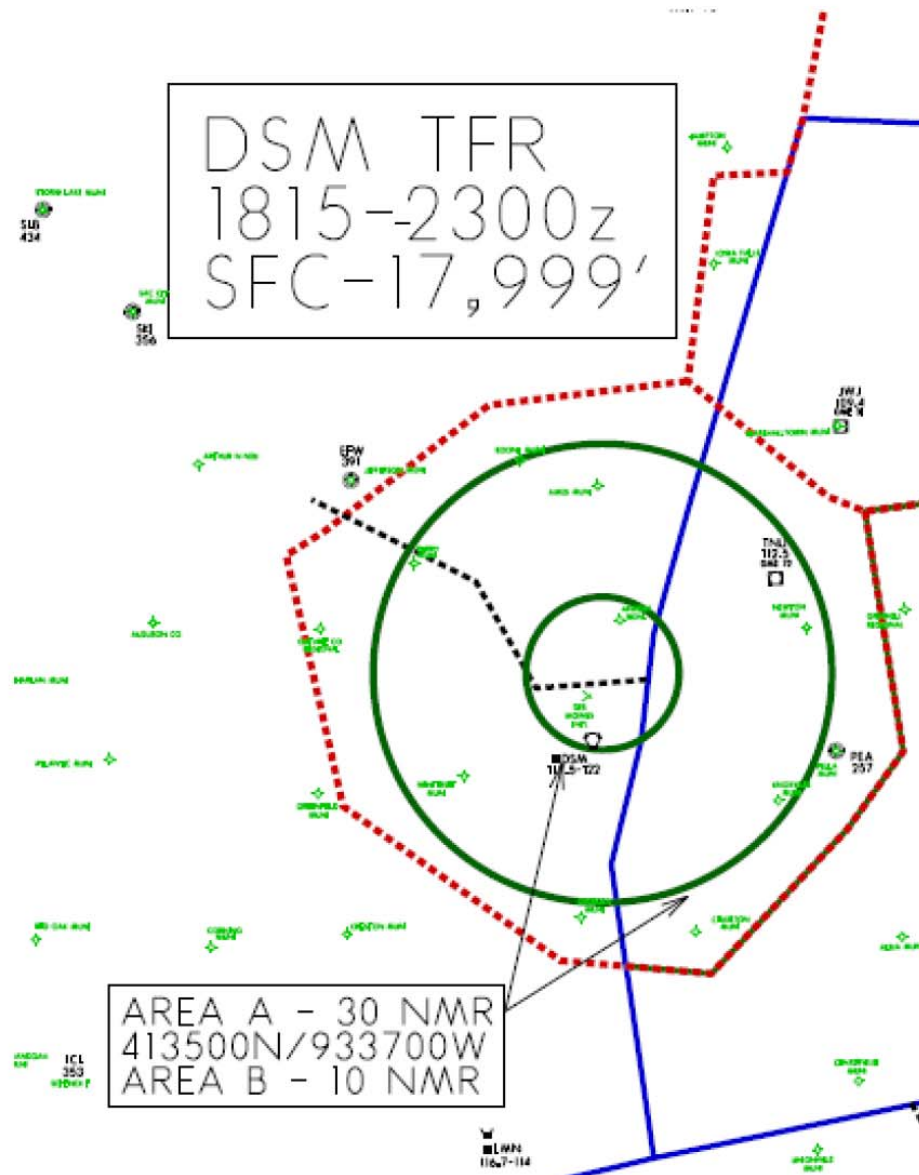
Refueling Track (Orange)

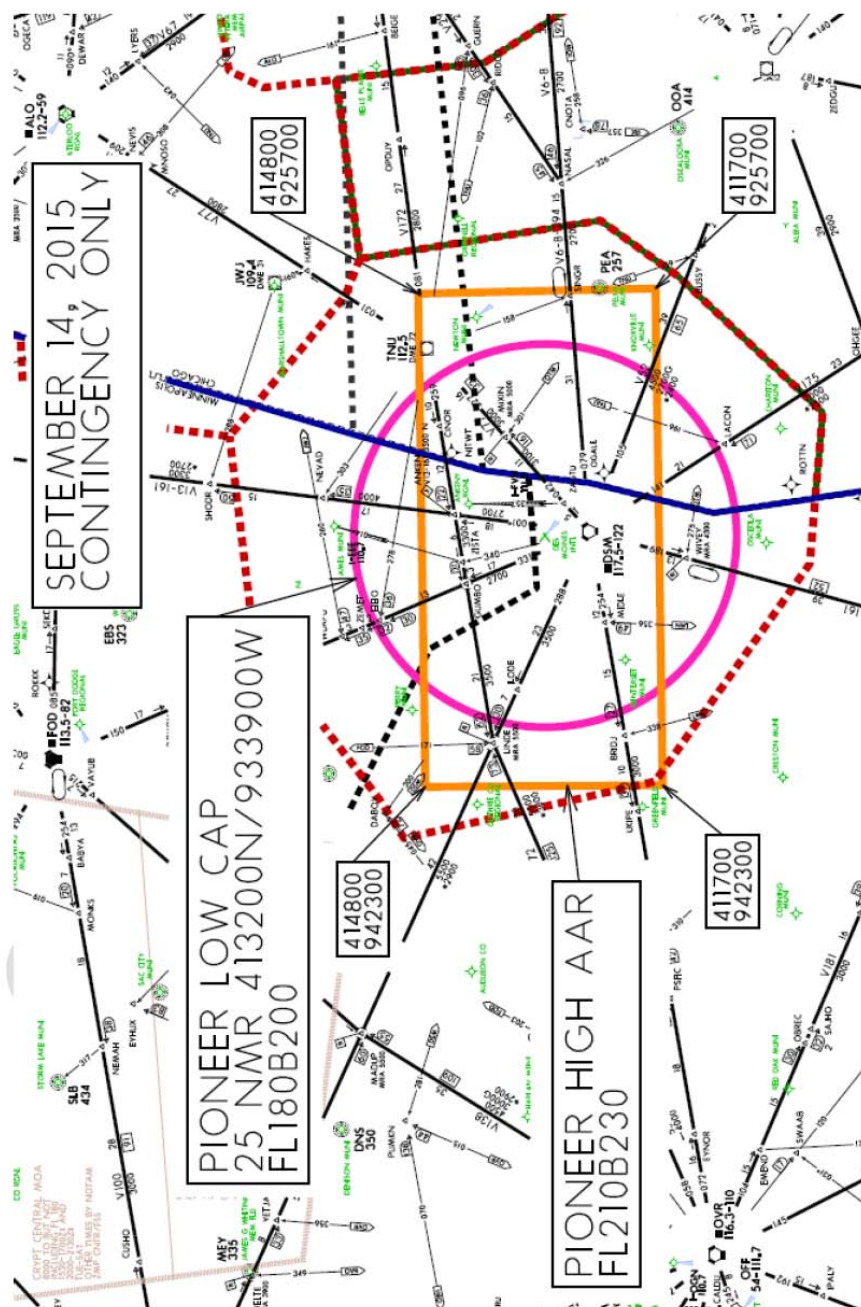
<u>Airspace label</u>	<u>Location</u>	<u>Time</u>	<u>Altitudes</u>	<u>Map Preset</u>
Pioneer High	414800N/942300W	IF NEEDED	FL210B230	N
	414800N/925700W			
	411700N/925700W			
	411700N/942300W			

AEW (Black)

<u>Airspace label</u>	<u>Location</u>	<u>Time</u>	<u>Altitudes</u>	<u>Map Preset</u>
Gavin	421800N/952600W	IF NEEDED	FL290B310	N
	425300N/944400W			

Expect a single AEW altitude from ATC.





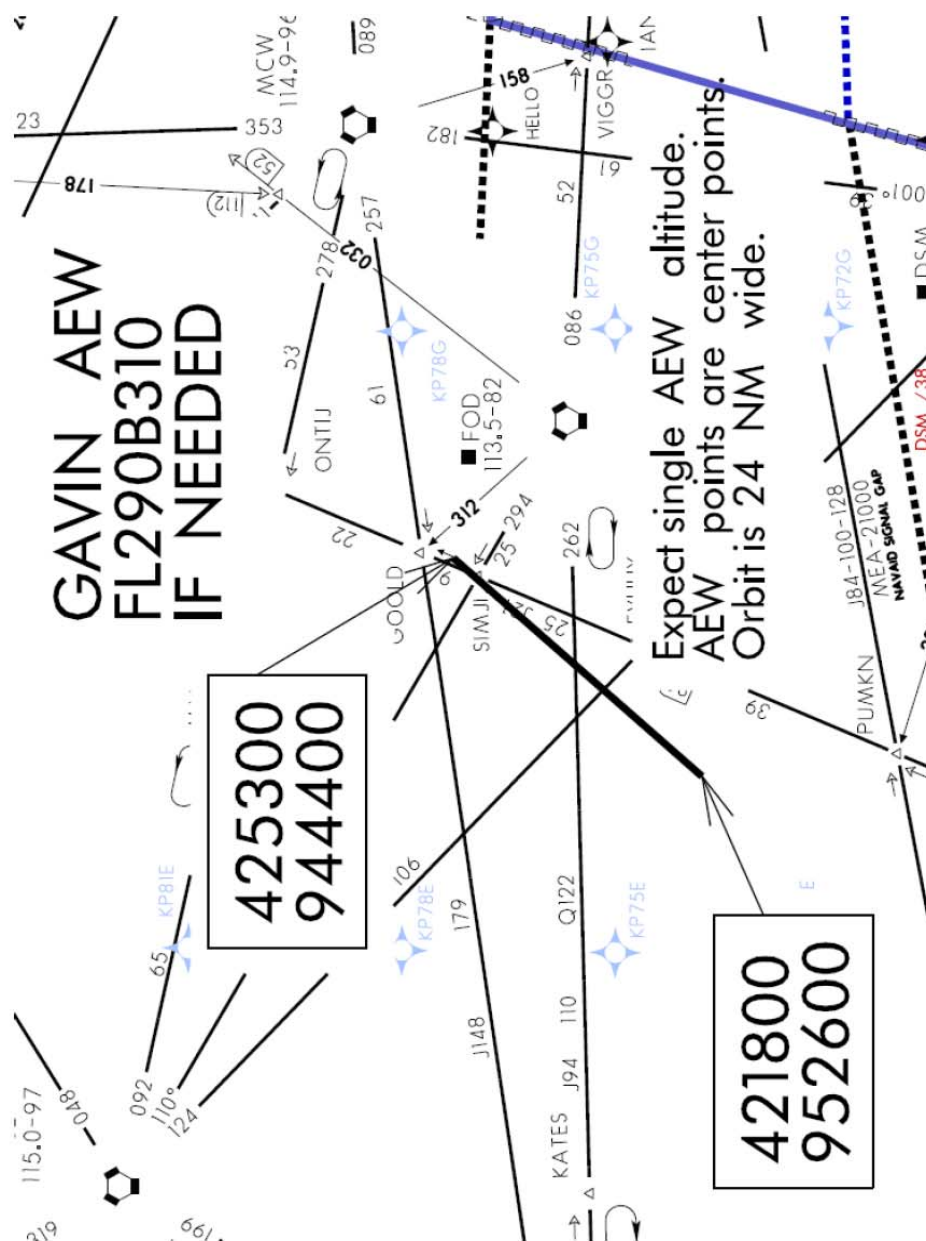


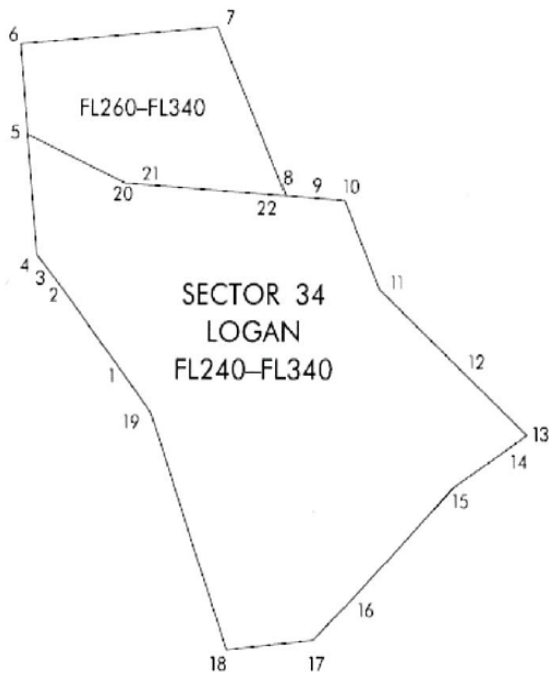
Figure 2-4-X

3-2-9. LOGAN (34)

a LAT/LONGs.

1	40450800N	086431800W	2	40591100N	086554300W	3	41010000N	086573000W
4	41040000N	087000000W	5	41222700N	087000000W	6	41363000N	087000000W
7	41360000N	086150000W	8	41090000N	086030000W	9	41081300N	085564400W
10	41072000N	085500000W	11	40530000N	085440000W	12	40381500N	085261500W
13	40280000N	085140000W	14	40260000N	085190000W	15	40211500N	085313000W
16	40060000N	085560000W	17	40000000N	086060000W	18	40000000N	086250000W
19	40380000N	086371200W	20	41133000N	086384700W	21	41132686N	086375731W
22	41093308N	086070333W						

b Depiction (keyed to LAT/LONGs).

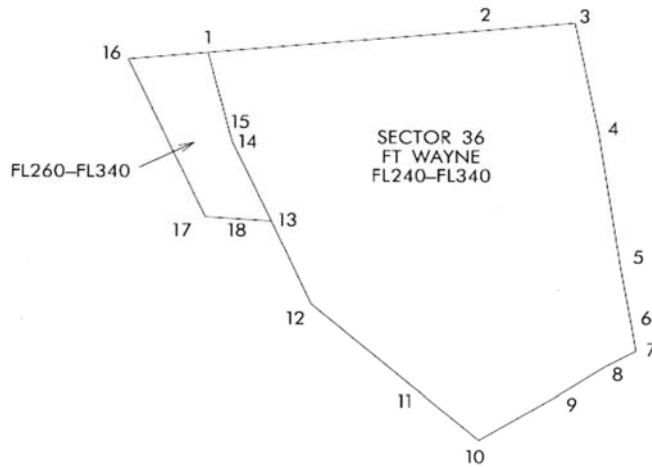


3-2-9

General

3-2-11. FORT WAYNE (36)**a LAT/LONGs.**

1	41355900N 085591800W	2	41352100N 085033500W	3	41350000N 084450000W
4	41170000N 084430000W	5	40543000N 084420000W	6	40444000N 084411600W
7	40400000N 084410000W	8	40380000N 084472000W	9	40340000N 084573000W
10	40280000N 085140000W	11	40381500N 085261500W	12	40530000N 085440000W
13	41072000N 085500000W	14	41210600N 085560200W	15	41222372N 085561903W
16	41360000N 086150000W	17	41090000N 086030000W	18	41081300N 085564400W

b Depiction (keyed to LAT/LONGs).

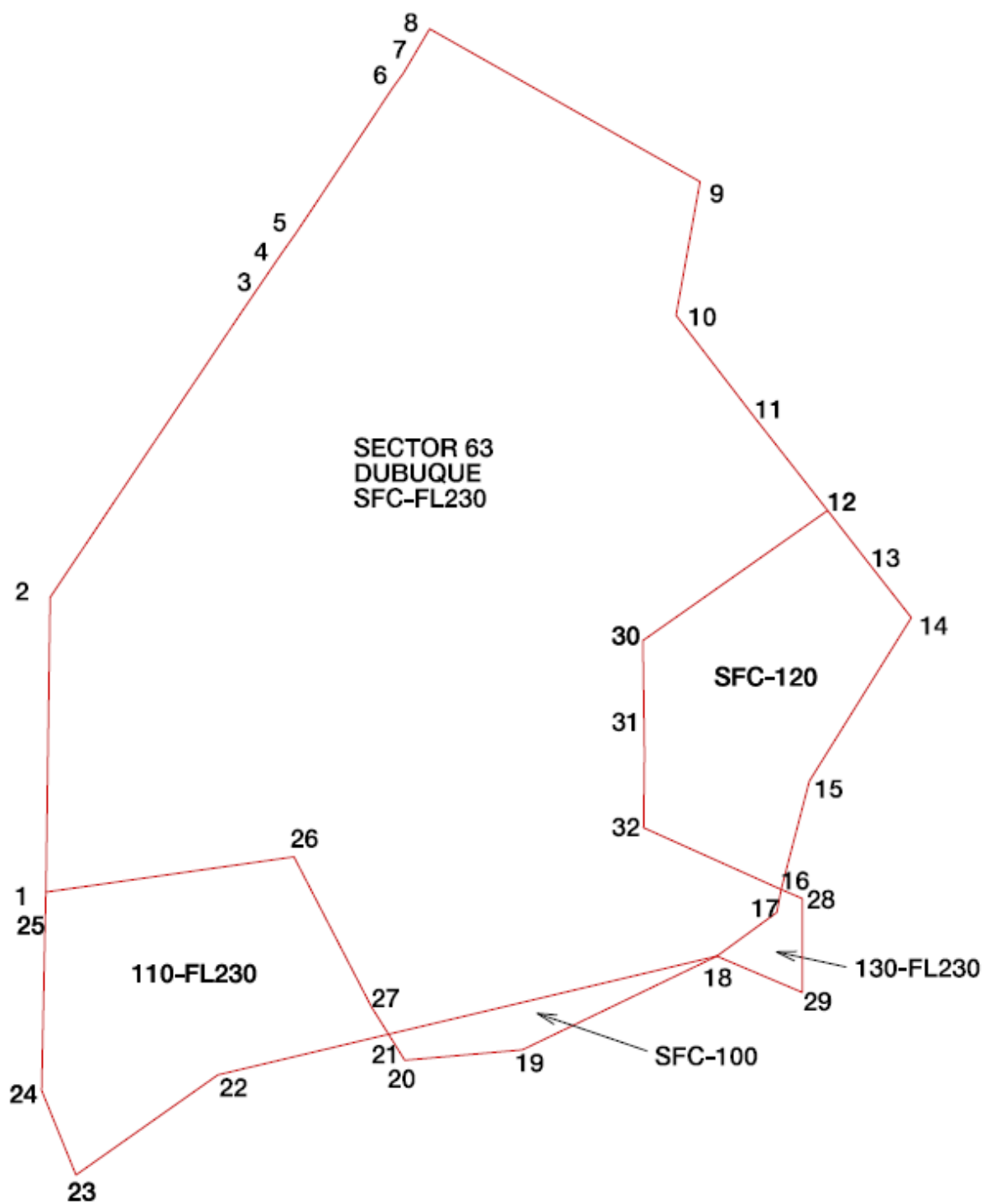
3-2-11

General

3-2-28. DUBUQUE (63)**a LAT/LONGs.**

1	42180000N 091420000W	2	42470000N 091400000W	3	43140000N 091131500W
4	43200000N 091070700W	5	43220000N 091050000W	6	43354500N 090511500W
7	43370500N 090494500W	8	43412000N 090455500W	9	43250000N 090103000W
10	43120000N 090144000W	11	43013000N 090045000W	12	42520000N 089555100W
13	42461400N 089502500W	14	42410000N 089453000W	15	42253000N 090001500W
16	42145900N 090044600W	17	42124500N 090053000W	18	42084500N 090134500W
19	42003000N 090400000W	20	42000000N 090553000W	21	42023800N 090573000W
22	41592100N 091201300W	23	41500200N 091392400W	24	41583000N 091433000W
25	42150000N 091421500W	26	42203000N 091090000W	27	42052400N 090593700W
28	42140000N 090020400W	29	42044500N 090024500W	30	42401100N 090212100W
31	42290200N 090215500W	32	42214700N 090223000W		

b Depiction (keyed to LAT/LONGs).

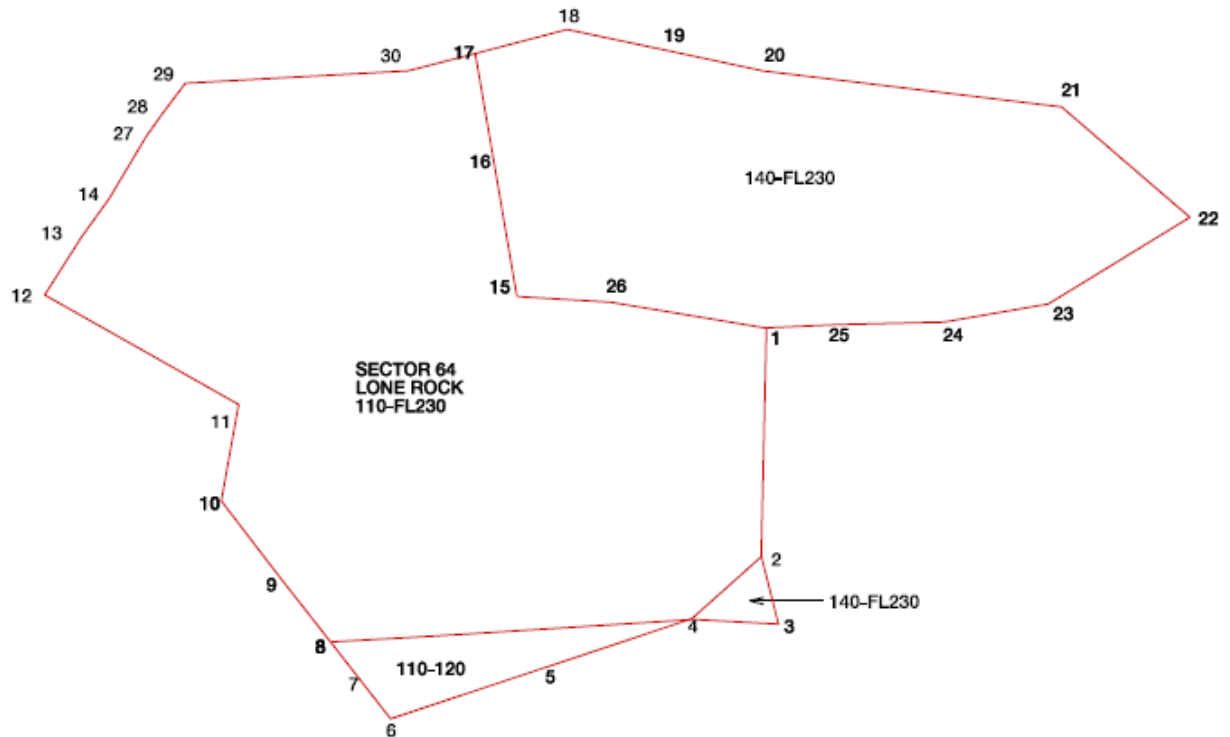


3-2-29

General

3-2-29. LONE ROCK (64)**a LAT/LONGs.**

1	43310000N	088310000W	2	43000000N	088350000W	3	42503000N	088324000W
4	42520000N	088490000W	5	42485200N	089051400W	6	42410000N	089453000W
7	42461400N	089502500W	8	42520000N	089555100W	9	43013000N	090045000W
10	43120000N	090144000W	11	43250000N	090103000W	12	43412000N	090455500W
13	43490000N	090383000W	14	43540000N	090330000W	15	43373500N	089171500W
16	43553500N	089195500W	17	44110000N	089221500W	18	44133000N	089043400W
19	44093400N	088451500W	20	44060000N	088280000W	21	43580000N	087323000W
22	43413000N	087101000W	23	43312000N	087380000W	24	43300000N	087574500W
25	43304500N	088180000W	26	43360000N	089000000W	27	44022000N	090252000W
28	44050900N	090221300W	29	44091500N	090173000W	30	44091500N	089351500W

b Depiction (keyed to LAT/LONGs).

CHAPTER 4. NORTHEAST AREA

4-2-4. b. Assume control for turns to the left, from the Pullman sector on Detroit Metropolitan Area departures routed southwest bound after PMM VOR/DME.

4-2-4. c. Release control for turns to the left, to the Keeler and LaGrange sectors on Detroit Metropolitan Area departures, route southwest bound after PMM VOR/DME.

4-2-4 d. The Pullman sector is not required to descend Cleveland Metropolitan Area arrivals on contact.

4-2-4. f. Utilize the following Automated Information Transfer (AIT) procedure for DTW arrivals filed via POLAR STAR and Detroit satellite arrivals via LAN SPRTN STAR at FL330, when Empire sector is operational:

(1) The Badger sector shall clear the aircraft to cross the Badger/Empire sector boundary at FL330. The Badger sector shall initiate a handoff to the Empire sector.

(2) The Empire sector shall accept the handoff and then initiate a handoff to the Fremont/Pullman sector. Empire sector releases control for turns towards MUNKY intersection to the Fremont sector on DTW arrivals only.

(3) The Badger sector shall transfer communications to the Fremont/Pullman sector after observing acceptance of the handoff.

(4) Any deviation from the above procedures shall be verbally coordinated.

4-3-4. f. Utilize the following Automated Information Transfer (AIT) procedure for DTW arrivals filed via POLAR STAR and

4-2-4. b. Assume control for turns to the left, from the Pullman sector on Detroit Metropolitan Area departures routed via the KAYLN SID.

4-2-4. c. Delete and re-number

4-2-4. d. Delete and re-number

4-2-4. d. Utilize the following Automated Information Transfer (AIT) procedure for DTW arrivals filed via the KKISS/RKCTY STARs and Detroit satellite arrivals via the RRALF STAR at FL330, when Empire sector is operational:

(1) The Badger/Horicon sector shall clear the aircraft to cross the Badger/Horicon/Empire sector boundary at FL330. The Badger/Horicon sector shall initiate a handoff to the Empire sector.

(2) The Empire sector shall accept the handoff and then initiate a handoff to the Fremont/Pullman sector. Empire sector releases control for turns towards BUCKE waypoint to the Fremont sector on DTW arrivals only.

(3) The Badger/Horicon sector shall transfer communications to the Fremont/Pullman sector after observing acceptance of the handoff.

(4) Any deviation from the above procedures shall be verbally coordinated.

4-3-4 f. Utilize the following Automated Information Transfer (AIT) procedure for DTW arrivals filed via the KKISS/RKCTY

Detroit satellite arrivals via LAN SPRTN STAR at FL330, when Empire sector is operational:

(1) The Badger sector shall clear the aircraft to cross the Badger/Empire sector boundary at FL330. The Badger sector shall initiate a handoff to the Empire sector.

(2) The Empire sector shall accept the handoff and then initiate a handoff to the Fremont/Pullman sector. Empire sector releases control for turns towards MUNKY intersection to the Fremont sector on DTW arrivals only.

(3) The Badger sector shall transfer communications to the Fremont/Pullman sector after observing acceptance of the handoff.

(4) Any deviation from the above procedures shall be verbally coordinated.

4-3-4. g. Apply the following Automated Information Transfer (AIT) procedure to all Chicago Metropolitan Area departures filed PETTY.MKG, or any fix that will track north of MKG and traverse the Pullman sector.

4-3-4 g. (5) The Pullman sector shall release control for climb and turns as far east as direct ECK to the Fremont sector.

4-3-4. i. Apply the following Automated Information Transfer (AIT) procedure to aircraft in the Badger sector proceeding in the direction of the GRR VORTAC and traversing the Fremont sector:

4-3-4. j. (1) WIANG B and C ATCAA operations:

(a) Refueling (Military Aerial Refueling track AR640 is located within WIANG A, B, and C ATCAAs).

STARs and Detroit satellite arrivals via the RALF STAR at FL330, when Empire sector is operational:

(1) The Badger/Horicon sector shall clear the aircraft to cross the Badger/Horicon/Empire sector boundary at FL330. The Badger/Horicon sector shall initiate a handoff to the Empire sector.

(2) The Empire sector shall accept the handoff and then initiate a handoff to the Fremont/Pullman sector. Empire sector releases control for turns towards BUCKE waypoint to the Fremont sector on DTW arrivals only.

(3) The Badger/Horicon sector shall transfer communications to the Fremont/Pullman sector after observing acceptance of the handoff.

(4) Any deviation from the above procedures shall be verbally coordinated.

4-3-4. g. Apply the following Automated Information Transfer (AIT) procedure to all Chicago Metropolitan Area departures filed PETTY..HAUCK, or any fix that will track north of HAUCK and traverse the Pullman sector.

4-3-4 g. (5) The Pullman sector shall release control for climb and turns as far east as direct HOCKE to the Fremont sector.

4-3-4. i. Apply the following Automated Information Transfer (AIT) procedure to aircraft in the Badger sector proceeding in the direction of the VIO VOR/DME and traversing the Fremont sector:

4-3-4. j. (1) SHEBOYGAN EAST AND WEST ATCAA operations:

(a) Refueling (Military Aerial Refueling track AR640 is located within OSH, SHEBOYGAN EAST AND WEST ATCAAs)

4-4-4. a. Sequence all ORD arrivals on the PAITN STAR or WYNDE STAR, at or above FL200.

4-4-4. b. Initiate a handoff to the Fremont sector prior to crossing J94 on MKE Metropolitan Area aircraft routed over MKG VORTAC.

4-4-4. f. Release control for turns to the left to the Keeler, LaGrange and Empire sectors on Detroit Metropolitan Area departures, at or above FL240, routed southwest bound after PMM VOR/DME.

4-4-4. o. Apply the following Automated Information Transfer (AIT) procedure to all Chicago Metropolitan Area departures filed PETTY..MKG, or any fix that will track north MKG and traverse the Pullman sector:

4-4-4. o. (5) The Pullman sector shall release control for climb and turns as far east as direct ECK to the Fremont sector

4-4-4. p. Apply the following Automated Information Transfer (AIT) procedure to aircraft in the Badger sector proceeding in the direction of the GRR VORTAC and traversing the Fremont sector:

4-4-4. q. Utilize the following Automated Information Transfer (AIT) procedure for DTW arrivals filed via POLAR STAR and Detroit satellite arrivals via LAN SPRTN STAR at FL330, when Empire sector is operational:

(1) The Badger sector shall clear the aircraft to cross the Badger/Empire sector boundary at FL330. The Badger sector shall initiate a handoff to the Empire sector.

(2) The Empire sector shall accept the handoff and then initiate a handoff to the Fremont/Pullman sector. Empire sector releases control for turns

4-4-4. a. Sequence all ORD arrivals on the WYNDE STAR at or above FL200.

4-4-4. DELETE and Re-number

4-4-4. e. Release control for turns to the left to the Keeler, LaGrange and Empire sectors on Detroit Metropolitan Area departures, at or above FL240, routed southwest bound after SMUUV waypoint.

4-4-4. m. Apply the following Automated Information Transfer (AIT) procedure to all Chicago Metropolitan Area departures filed PETTY..HAUCK, or any fix that will track north of HAUCK and traverse the Pullman sector:

4-4-4. m. (5) The Pullman sector shall release control for climb and turns as far east as direct HOCKE to the Fremont sector.

4-4-4. n. Apply the following Automated Information Transfer (AIT) procedure to aircraft in the Badger sector proceeding in the direction of the VIO VOR/DME and traversing the Fremont sector:

4-4-4. o. Utilize the following Automated Information Transfer (AIT) procedure for DTW arrivals filed via the KKISS/RKCTY STARs and Detroit satellite arrivals via the RRALF STAR at FL330, when Empire sector is operational:

(1) The Badger/Horicon sector shall clear the aircraft to cross the Badger/Horicon/Empire sector boundary at FL330. The Badger/Horicon sector shall initiate a handoff to the Empire sector.

(2) The Empire sector shall accept the handoff and then initiate a handoff to the Fremont/Pullman sector. Empire sector releases control for turns

towards MUNKY intersection to the Fremont sector on DTW arrivals only.

(3) The Badger sector shall transfer communications to the Fremont/Pullman sector after observing acceptance of the handoff.

(4) Any deviation from the above procedures shall be verbally coordinated.

4-6-4. g. (1) WIANG B and C ATCAA operations:

(a) Refueling (Military Aerial Refueling track AR640 is located within WIANG A, B, and C ATCAAs).

towards BUCKE waypoint to the Fremont sector on DTW arrivals only.

(3) The Badger/Horicon sector shall transfer communications to the Fremont/Pullman sector after observing acceptance of the handoff.

(4) Any deviation from the above procedures shall be verbally coordinated.

4-6-4. g. (1) SHEBOYGAN EAST AND WEST ATCAA operations:

(a) Refueling (Military Aerial Refueling track AR640 is located within OSH, SHEBOYGAN EAST AND WEST ATCAAs)

NORTHEAST AREA RESTRICTION CHART

Line 2 and 3 – Split into RNAV/Non-RNAV

Line 2 – Modify Route to Read: Direct BUCKE or Direct DUUDA

Line 3 – Modify Route to Read: HIC..SVM

Line 4 – Modify DTW Route to read: via KKISS/RKCTY STAR, Modify DTW Special to read: PORZL or North no further direct than CHEFE; Modify Detroit Sats route to read: Via WEBOR RRALF STAR. Modify Line 4 Altitude to read: AOB FL330

Line 8 – Modify Route to read: “GETCH..LYSTR..SUDDS”

Line 11 – Modify Route to “SSM/ODAXY Transition of WYNDE STAR”

Line 12 - Modify Route to remove “PAITN STAR”

Line 13 – Entire new line.

Re-number remaining lines.

CHAPTER 5. SOUTHEAST AREA

5-1-1. SECTOR NARRATIVE

Th Kokomo sector's primary traffic flow is from south to north. The Kokomo sector is responsible for initial sequencing of ORD

5-1-1. SECTOR NARRATIVE

Th Kokomo sector's primary traffic flow is from south to north. The Kokomo sector is responsible for initial sequencing of ORD

and MDW jet arrivals from the south. Additionally, sequences IND arrivals from the north or northeast. Kokomo is the controlling sector for the Hilltop MOA/ATCAA and 12 Mile MOA.

5-3-4. b. Utilize the following Automated Information Transfer (AIT) procedure for Detroit Metropolitan Area arrivals (ZAU/ZOB LOA):

(1) The Logan sector shall initiate a handoff to the Fort Wayne sector. The Logan sector shall clear the aircraft to cross 10 DME SW of the FWA VORTAC at and maintain FL240 and display this as an interim altitude or an assigned altitude in the data block.

(2) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and then initiate a handoff to the Wolf Lake sector. If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(3) The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(4) Any deviation from this procedure shall be verbally coordinated.

5-3-4. c. ADD

and MDW jet arrivals from the south. Kokomo is the controlling sector for the Hilltop MOA/ATCAA and 12 Mile MOA.

5-3-4. b. Use the following Automated Information Transfer (AIT) procedure for Detroit Metropolitan Airport (DTW) arrivals.

(1)The Logan sector shall initiate a handoff to the Fort Wayne sector. The Logan sector shall clear the aircraft to cross JOEBU at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(3) Any deviation from this procedure shall be verbally coordinated.

5-3-4. c. Use the following Automated Information Transfer (AIT) procedure for Detroit Satellite Arrivals:

(1)The Logan sector shall initiate a handoff to the Fort Wayne Sector. The Logan sector shall clear the aircraft to cross QBURT at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

5-3-4. d. ADD and renumber

5-3-4. d. Use the following Automated Information Transfer (AIT) procedure for KDET, CYQG and Toledo Area Arrivals from south of the BVT VOR.

(1) The Logan sector shall initiate a handoff to the Fort Wayne Sector. The Logan sector shall clear the aircraft to cross SWAYD at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

5-4-1. SECTOR NARRATIVE

The Bearz sector's main traffic flow is from the east/southeast to the northwest and is primarily responsible for the sequencing of Chicago O'Hare and Midway jet arrivals from the Fort Wayne and Wolf Lake sectors.

5-4-3.SECTOR INFORMATION

a. Frequency and Dial Codes:

a. 127.80 (ZAU)

5-5-2. ASSIGNMENT OF AIRSPACE

The Fort Wayne sector is operational 24 hours per day.

5-5-4. a.(2)(d) Simultaneous holding at GSH and PANGG at the same altitude is not authorized.

5-5-5 b. Utilize the following Automated Information Transfer (AIT) procedure for Detroit Metropolitan Area arrivals (ZOB/ZAU LOA):

(1) The Logan sector shall initiate a handoff to the Fort Wayne sector. The Logan sector shall clear the aircraft to cross 10 DME SW of the FWA VORTAC at and maintain FL240 and display this as an interim altitude or an assigned altitude in the data block.

(2) If traffic is no factor, the Fort Wayne controller shall accept the handoff and then initiate a handoff to the Wolf Lake sector. If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the

5-4-1. SECTOR NARRATIVE

The Bearz sector's main traffic flow is from the east/southeast to the northwest and is primarily responsible for the sequencing of **Chicago O'Hare jet arrivals from the Fort Wayne, Kokomo and Wolf Lake sectors and Midway jet arrivals from the Wolf Lake sector.**

5-4-3.SECTOR INFORMATION

a. Frequency and Dial Codes:

a. 134.875 (ZAU)

5-5-2. ASSIGNMENT OF AIRSPACE

During the times the Fort Wayne sector is non-operational, the airspace delegated to the Fort Wayne sector shall become the responsibility of the Bearz sector.

5-5-4. a.(2)(d) Paragraph Deleted and remaining section re-lettered.

5-5-5. b.Use the following Automated Information Transfer (AIT) procedure for Detroit Metropolitan Airport (DTW) arrivals.

(1)The Logan sector shall initiate a handoff to the Fort Wayne sector. The Logan sector shall clear the aircraft to cross JOEBU at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The

handoff.

(3) The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(4) Any deviation from this procedure shall be verbally coordinated.

5-5-5 c. ADD and renumber

Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2)Any deviation from this procedure shall be verbally coordinated.

5-5-5 c.Use the following Automated Information Transfer (AIT) procedure for Detroit Satellite Arrivals:

(1)The Logan sector shall initiate a handoff to the Fort Wayne Sector. The Logan sector shall clear the aircraft to cross QBURT at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2)Any deviation from this procedure shall be verbally coordinated.

5-5-4 d. ADD and renumber

5-5-4 d.Use the following Automated Information Transfer (AIT) procedure for KDET, CYQG and Toledo Area Arrivals from south of the BVT VOR.

(1) The Logan sector shall initiate a handoff to the Fort Wayne Sector. The Logan sector shall clear the aircraft to cross SWAYD at FL240.

(a)If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

5-6-4. a. For Detroit Metropolitan Area arrivals, utilize holding at FWA VORTAC (unpublished) hold northeast of FWA on V11, left turns, 10 DME legs, 265 knots maximum speed.

5-6-4. d. Utilize the following Automated Information Transfer (AIT) procedure for Detroit Metropolitan Area arrivals (ZOB/ZAU LOA):

(1) The Logan sector shall initiate a handoff to the Fort Wayne sector. The Logan sector shall clear the aircraft to cross 10 DME SW of the FWA VORTAC at and maintain FL240 and display this as an interim altitude or an assigned altitude in the data block. .

(2) If traffic is no factor, the Fort Wayne controller shall accept the handoff and then initiate a handoff to the Wolf Lake sector. If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(3) The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(4) Any deviation from this procedure shall be verbally coordinated.

5-6-4. ADD and re-number

5-6-4. Delete and re-number

5-6-4. c. Use the following Automated Information Transfer (AIT) procedure for Detroit Metropolitan Airport (DTW) arrivals.

(1) The Logan sector shall initiate a handoff to the Fort Wayne sector. The Logan sector shall clear the aircraft to cross JOEBU at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

5-6-4. d. Use the following Automated Information Transfer (AIT) procedure for Detroit Satellite Arrivals:

(1)The Logan sector shall initiate a handoff to the Fort Wayne Sector. The Logan sector shall clear the aircraft to cross QBURT at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2)Any deviation from this procedure shall be verbally coordinated.

5-6-4 ADD and re-number

5-6-4 e. Use the following Automated Information Transfer (AIT) procedure for KDET, CYQG and Toledo Area Arrivals from south of the BVT VOR.

(1) The Logan sector shall initiate a handoff to the Fort Wayne Sector. The Logan sector shall clear the aircraft to cross SWAYD at FL240.

(a)If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b)If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

5-6-4. b.(4) Simultaneous holding at GSH and PANGG at the same altitude is not authorized.

5-6-4. b.(4) Paragraph Deleted

5-7-4. SECTOR OPERATIONS

5-7-4. SECTOR OPERATIONS c.

c. Bookkeeping Box

Paragraph Deleted and remaining section re-lettered.

(1) Check mark may be used as a visual reminder that actions are needed.

SOUTHEAST AREA RESTRICTION CHART

Line 45 – Modify Altitude: Cross SWAYD @FL240; Modify Special to read: Handoff to sector 36, Transfer communications to sector 37 after acceptance of handoff.

Line 48 – Modify Altitude: JOEBU or QBURT @FL240; Modify Special to read: Handoff to sector 36, Transfer communications to sector 37 after acceptance of handoff.

Line 49 – Modify Special to read: Point out KDTW arrivals to sector 34 for sequencing, sector 34 shall advise sequencing, speed and CID to follow.

Line 51 - Modify Special to read: YIP & PTK-applies to arrivals that enter Sector 34 North of Q42.

Line 56 – Modify Route to read: “GETCH..LYSTR..SUDDS”

CHAPTER 6. SOUTH AREA

6-1-4. PROCEDURES

6-1-4. PROCEDURES

a. ADD

a. (2) Release control to the Plano Sector on ORD arrivals upon receipt of a radar handoff and transfer of communications for left turns, descent and for speed adjustment and also at or below 16,000 for right turns no further east than direct TRTLL waypoint.

b.(3) If traffic is not a factor, Newtt shall accept the handoff and then initiate a handoff to the Plano sector.

b.(3) If traffic is not a factor, Newtt shall accept the handoff and then initiate a handoff to the Plano sector. **The Newtt sector releases control for left turns up to 30 degrees and speed adjustment to the Plano sector upon transfer of radar identification to the Plano sector.**

6-1-4. d. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for GYG arrivals.

6-1-4. d. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for **Chicago Approach Control Sector 4** arrivals.

6-1-4. e. The following pre-arranged coordination procedures for Chicago Metropolitan Area departures established within the South Departure Climb Corridor (depicted in Chapter 12, Appendix A) are applicable to the Newtt, Peotone, Roberts, Boiler, and Joliet sectors:

6-1-4. e. The following pre-arranged coordination procedures for Chicago Metropolitan Area departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Newtt, Peotone, Roberts, Boiler, and Joliet sectors:

6-1-4 f. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 12, Appendix A) are applicable to the, Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-1-4 f. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the, Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-2-4. PROCEDURES

a. The Peotone sector shall:

(2) Release control to the Danville sector for descent on Indianapolis Terminal Airport arrivals upon completion of a radar handoff and communications transfer.

6-2-4. PROCEDURES

a. The Peotone sector shall:

(2) Release control to the Danville sector for descent on Indianapolis Terminal Airport arrivals upon completion of a radar handoff and communications transfer **or upon Peotone sector approval of point-out from the Danville sector.**

6-2-4. a. (5) ADD

6-2-4. a. (5) Release control to the Danville sector for turns and descent on CVG arrivals south of Q42 upon completion of a radar handoff and communications transfer.

6-2-4. a. (7) ADD

6-2-4. a. (7) Release control to the Danville sector for right turns up to 30 degrees on Chicago Approach Control Sector 4 arrivals upon completion of a radar handoff and communications transfer.

6-2-4. b. For Indianapolis Metropolitan arrivals from the Peotone sector to the Danville sector - the data block shall accurately reflect aircraft's altitude assignment and acceptance of a handoff constitutes approval of altitude information and serves as valid coordination, to include Inappropriate Altitude for Direction of Flight (IAFDOF) and aircraft in a transitional stage of flight.

6-2-4. d. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 12, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-2-4. e. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 12, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-2-4. f. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 12, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-2-4. h. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for GY arrivals.

6-3-4. b. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 12,

6-2-4. b.. For Indianapolis Terminal Airport arrivals from the Peotone sector to the Danville sector - the data block shall accurately reflect aircraft's altitude assignment and acceptance of a handoff constitutes approval of altitude information and serves as valid coordination, to include Inappropriate Altitude for Direction of Flight (IAFDOF) and aircraft in a transitional stage of flight.

6-2-4. d. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-2-4. e. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-2-4. f. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-2-4. h. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for Chicago Approach Control Sector 4 arrivals.

6-3-4. b. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 19,

Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-3-4. e. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 12, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-4-4.a. (4) Assume control from the Roberts sector for turns on CVG arrivals upon completion of a radar handoff and transfer of communications.

6-4-4.b. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 12, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-4-4.d. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 12, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-4-5. FLIGHT DATA REQUIREMENTS

Primary printer location – F603R
First Backup – F601R
Second Backup – E503L

6-5-5. FLIGHT DATA REQUIREMENTS

Primary printer location – A102
First Backup – A104
Second Backup – B201

Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-3-4. e. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-4-4. a. (4) Assume control from the Roberts sector for turns on CVG arrivals including aircraft pointed out by the Joliet sector.

6-4-4.b. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-4-4.d. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

6-4-5. FLIGHT DATA REQUIREMENTS

Primary printer location – F603R
First Backup – F601R
Second Backup – E502

6-5-5. FLIGHT DATA REQUIREMENTS

Primary printer location – F601
First Backup – F603
Second Backup – E502

SOUTH AREA RESTRICTION CHART

Line 2 – Modify Route to read: For Advanced RNAV to C90 Sector 4 see Line 4

Line 3 – Modify Route to read: For Advanced RNAV to C90 Sector 4 see Line 7
Lines 4-7 – Modify Arrival Point to read: C90 Sector 4 RNAV 1 Arrivals (GYG, IGQ, 05C & 3HO)

Line 11 – Modify Arrival Point to read: DTW , DET, YIP, PTK, YQG, TOL , DAY

CHAPTER 7. SOUTHWEST AREA

7-1-4. PROCEDURES

a. (2) Utilize two primary holding fixes for Chicago Metropolitan Area arrivals at SHOOZ and MOTIF.

7-1-4. c. ADD

7-1-4. PROCEDURES

a. (2) **DELETE and re-number.**

7-1-4. c. The Following Automated Information Transfer (AIT) procedures are applicable to aircraft landing within Peoria (PIA) Approach Control.

(1) Plano sector descends PIA Approach Control arrival to maintain 11,000 feet MSL.

(2) Plano sector initiates a handoff to Streator sector.

(3) If traffic is a factor, Streator sector verbally coordinates with Plano sector prior to accepting the handoff.

(4) If traffic is not a factor. Streator sector accepts handoff and initiates a handoff to PIA Approach Control.

(5) When PIA Approach Control accepts the handoff the Plano sector then transfers communication to PIA Approach Control.

(6) Any deviation from the above procedures is verbally coordinated.

7-2-2. ASSIGNMENT OF AIRSPACE

During the hours that the Plano sector is non-operational, the airspace delegated to the Plano sector shall become the responsibility of the Ottumwa sector.

7-2-2. ASSIGNMENT OF AIRSPACE

The Plano Sector is open 24/7. In the event of of circumstances requiring delegation of the airspace, the sector would go either Sector 50 or 52,

whichever is more operationally feasible.

7-2-4. PROCEDURES

b. Utilize two primary holding fixes for Chicago Metropolitan Area arrivals at BENKY and MOTIF.

c. Release control of the requested holding pattern altitudes and airspace, at or above 11,000 feet, when advised by the Burlington sector, that holding will be required at BDF VORTAC or PNT VOR for Chicago Metropolitan Area arrivals.

7-2-4. d. ADD

7-2-4. g. ADD

7-2-4. PROCEDURES

b. DELETE and re-letter remainder of Section

c. DELETE and re-letter remainder of Section

7-2-4. d. Release control to the Plano Sector on ORD arrivals upon receipt of a radar handoff and transfer of communications for left turns, descent and for speed adjustment and also at or below 16,000 for right turns no further east than direct TRTLL waypoint.

7-2-4. g. The Following Automated Information Transfer (AIT) procedures are applicable to aircraft landing within Peoria (PIA) Approach Control.

(1) Plano sector descends PIA Approach Control arrival to maintain 11,000 feet MSL.

(2) Plano sector initiates a handoff to Streator sector.

(3) If traffic is a factor, Streator sector verbally coordinates with Plano sector prior to accepting the handoff.

(4) If traffic is not a factor, Streator sector accepts handoff and initiates a handoff to PIA Approach Control.

(5) When PIA Approach Control accepts the handoff the Plano sector then transfers communication to PIA Approach Control.

(6) Any deviation from the above procedures is verbally coordinated

7-3-4. PROCEDURES

b. Utilize primary holding fixes at the BDF VORTAC, RYELY and MAROC.

c.(1) The Lowli sector shall issue a restriction to cross 50 miles west of BDF VORTAC at FL240 or cross ABYSS waypoint at FL240 and enter this altitude in the data block.

7-5-4. PROCEDURES

c. Utilize primary holding fixes for Chicago Metropolitan Area arrivals at CHUMP, EDENS or BDF VORTAC.

d. Advise the Plano sector prior to holding Chicago Metropolitan arrivals at CHUMP, EDENS or BDF VORTAC.

e. The following Automated Information Transfer procedure is applicable for Chicago Metropolitan Area Satellite arrivals routed over the BDF VORTAC or ABYSS Waypoint.

(1) The Lowli sector shall issue a restriction to cross 50 miles west of BDF VORTAC or ABYSS Waypoint at FL240 and enter this altitude in the data block.

7-6-2. ASSIGNMENT OF AIRSPACE

During the hours that the Ottumwa sector is non-operational, the airspace delegated to the Ottumwa sector shall become the responsibility of the Burlington sector. During the hours that Waterloo Approach Control is non-operational, the airspace delegated to Waterloo Approach Control shall become the responsibility of the Ottumwa sector. During the hours that Cedar Rapids Approach Control is non-operational, the airspace delegated to Cedar Rapids Approach Control shall become the responsibility of the Ottumwa sector.

7-3-4. PROCEDURES

b. **DELETE and re-letter remainder of Section**

b.(1) The Lowli sector shall issue a restriction to cross 50 miles west of BDF VORTAC at FL240 or cross **KAMBL** waypoint at FL240 and enter this altitude in the data block.

7-5-4. PROCEDURES

c. **DELETE**

d. **DELETE and Re-number**

c. The following Automated Information Transfer procedure is applicable for Chicago Metropolitan Area Satellite arrivals routed over the BDF VORTAC or **KAMBL** Waypoint.

(1) The Lowli sector shall issue a restriction to cross 50 miles west of BDF VORTAC or **KAMBL** Waypoint at FL240 and enter this altitude in the data block.

7-6-2. ASSIGNMENT OF AIRSPACE

During the hours that the Ottumwa sector is non-operational, the airspace delegated to the Ottumwa sector shall become the responsibility of the Burlington sector.

7-6-4. PROCEDURES

d. The Ottumwa sector must not issue a descend via clearance that would allow an aircraft to descend into another sector's airspace without prior approval.

7-7-1. SECTOR NARRATIVE

Danville sector handles climbing, descending, and overflight traffic in many directions. Danville sector shall be aware of airspace assigned to the military that will affect traffic flow. Danville sector shall be aware of crossing restrictions for adjacent sectors, and issue clearances accordingly.

7-7-2. ASSIGNMENT OF AIRSPACE

During the times the Danville sector is non-operational, the airspace delegated to the Danville sector shall become the responsibility of the Streator sector. Assignment to other sectors may be accomplished when deemed operationally beneficial by the Front Line Manager or Controller-in-Charge.

7-7-4. PROCEDURES

e. Assume control from the Peotone sector for descent and left turns up to 45 degrees on Chicago Metropolitan departures upon completion of a radar handoff and communications transfer.

g. ADD and re-number

h. For Indianapolis Terminal Airport arrivals from the Peotone sector to the Danville sector - the data block shall accurately reflect aircraft's altitude assignment and acceptance of a handoff constitutes approval of altitude information and serves as valid coordination, to include Inappropriate Altitude for Direction of Flight (IAFDOF) and aircraft in a transitional stage of flight. Assume control from the Peotone sector for descent on Indianapolis

7-6-4. PROCEDURES

d. **DELETE**

7-7-1. SECTOR NARRATIVE

Danville sector handles climbing, descending, and overflight traffic in many directions. Danville sector shall be aware of airspace assigned to the military that will affect traffic flow.

7-7-2. ASSIGNMENT OF AIRSPACE

During the times the Danville sector is non-operational, the airspace delegated to the Danville sector shall become the responsibility of the Streator sector.

7-7-4. PROCEDURES

e. Assume control from the Peotone sector for descent and left turns up to **30** degrees on Chicago Metropolitan departures upon completion of a radar handoff and communications transfer.

g. **Assume control from the Peotone sector for up to 30 degree right turns on sector 4 arrivals.**

i. For Indianapolis Terminal Airport arrivals from the Peotone sector to the Danville sector - the data block shall accurately reflect aircraft's altitude assignment and acceptance of a handoff constitutes approval of altitude information and serves as valid coordination, to include Inappropriate Altitude for Direction of Flight (IAFDOF) and aircraft in a transitional stage of flight. Assume control from the Peotone sector for descent on Indianapolis

Terminal Airport arrivals upon completion of a radar handoff and communications transfer.

m. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for GY arrivals.

7-8-4. PROCEDURES

f. Advise the Plano and Newtt sectors prior to holding Chicago Metropolitan Area arrivals a LLVSS and PIA VORTAC. This coordinator include the holding pattern altitudes to be utilized during holding.

Terminal Airport arrivals upon completion of a radar handoff and communications transfer or upon Peotone sector approval of point-out from the Danville sector.

n. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for Chicago Approach Control Sector 4 arrivals.

7-8-4. PROCEDURES

f. DELETE and Re-number

SOUTHWEST AREA RESTRICTION CHART

Line 2 – ADD TTRLL STAR to Route Restrictions

Line 3 – Entire new line and Re-number

Line 6 – Modify Special to Read: Cross 10 S PNT @FL240

Line 7-8 - Modify Altitude to Read: Enter Sector 51 AOB FL190

Line 9 - Entire new line and Re-number

Line 12 - Entire new line and Re-number

Line 18 - Entire new line and Re-number

Line 19 – Modify Route: BENKY STAR or SHAIN STAR or TRTLL STAR

Line 24 - Entire new line and Re-number

Line 27 – Delete Special

Lines 28-29 – Delete AIT

Line 29 – Modify Altitude to read: Enter Sector 51 AOB 17,000 ft

Lines 35-36 – Modify Route to Read: BDF.MOTIF STAR or ENDEE STAR

Line 37 – Modify Route to Read: PIA.MOTIF STAR or ENDEE STAR.

Modify Altitude to Read: Cross BOOKK AOB FL290 then descending to FL240

Lines 38-39 – Modify Route to Read: PIA.MOTIF STAR

Line 39 – Modify Altitude to Read: Enter Sector 51 AOB 17,000 ft

Lines 41-42 - Modify Route to Read: PIA.MOTIF STAR

Line 42 – Modify Altitude to Read: Cross 15nm south PNT VOR AOB 17,000 ft

Line 57 – Modify Altitude to Read: Cross EDENS AOB FL210

Line 58 - Modify Altitude to Read: Enter Sector 51 AOB 17,000 ft

Line 60 - Modify Altitude to Read: Enter Sector 51 AOB 17,000 ft

Lines 63-64 – Modify Route to Read: BDF.V10.PLANO.. DPA..

Lines 68-70 - Modify Altitude to Read: Enter Sector 51 AOB FL190

Lines 81-82 - Modify Altitude to Read: Enter Sector 51 AOB FL190

Line 83 - Modify Altitude to Read: Cross 10nm south PNT VOR AOB FL190

Lines 84-86 - Modify Altitude to Read: Enter Sector 51 AOB 17000 Ft.

Line 92 – Entire new line

Line 96 – Delete Special

Lines 103-104 – Entire new lines for AIT to PIA APCH (Notice 7110.34)

Line 106 – Modify Altitude to Read: Descending to 11,000 ft

Modify Special to Read: No apre req for ia fdof

Line 117 – Delete Altitude Restriction

Line 124 – Delete Special

Line 127 – Entire new line

Line 128– Entire new line

CHAPTER 8. NORTH AREA

8-1-4 c. Utilize the following Automated Information Transfer (AIT) procedure for DTW arrivals filed via POLAR STAR and Detroit satellite arrivals via LAN SPRTN STAR at FL330, when Empire sector is operational:

(1) The Badger sector shall clear the aircraft to cross the Badger/Empire sector boundary at FL330. The Badger sector shall initiate a handoff to the Empire sector.

(2) The Empire sector shall accept the handoff and then initiate a handoff to the Fremont/Pullman sector. Empire sector releases control for turns towards MUNKY intersection to the Fremont sector on DTW arrivals only.

(3) The Badger sector shall transfer communications to the Fremont/Pullman sector after observing acceptance of the handoff.

(4) Any deviation from the above procedures shall be verbally coordinated.

8-1-4 h. The following Automated Information Transfer (AIT) procedures are applicable for Chicago Metropolitan Area departures filed PETTY...MKG or any fix that will track north of MKG and traverse the Pullman sector.

8-4-1. SECTOR NARRATIVE

The Dubuque sector's traffic flow is random, and a mix of low and high performance aircraft. The Dubuque sector is the controlling facility for the Dubuque airport and tower. The Dubuque sector vectors for approach to the DBQ airport, Volk Field and numerous other airports. Dubuque sector should be

8-1-4 c. Utilize the following Automated Information Transfer (AIT) procedure for DTW arrivals filed via the KKISS/RKCTY STARs and Detroit satellite arrivals via the RRALF STAR at FL330, when Empire sector is operational:

(1) The Badger/Horicon sector shall clear the aircraft to cross the Badger/Horicon /Empire sector boundary at FL330. The Badger/Horicon sector shall initiate a handoff to the Empire sector.

(2) The Empire sector shall accept the handoff and then initiate a handoff to the Fremont/Pullman sector. Empire sector releases control for turns towards BUCKE waypoint to the Fremont sector on DTW arrivals only.

(3) The Badger/Horicon sector shall transfer communications to the Fremont/Pullman sector after observing acceptance of the handoff.

(4) Any deviation from the above procedures shall be verbally coordinated.

8-1-4 h. The following Automated Information Transfer (AIT) procedures are applicable for Chicago Metropolitan Area departures filed PETTY...HAUCK or any fix that will track north of HAUCK and traverse the Pullman sector.

8-4-1. SECTOR NARRATIVE

The Dubuque sector's traffic flow is random, and a mix of low and high performance aircraft. The Dubuque sector is the controlling facility for the Dubuque airport and tower. The Dubuque sector vectors for approach to the DBQ airport and numerous other airports. Dubuque sector should be aware of airspace

aware of airspace that has been assigned to the military, and is responsible for ensuring aircraft under Dubuque sector's control do not violate that airspace.

8-4-2. ASSIGNMENT OF AIRSPACE

During the time the Dubuque sector is non-operational, the airspace delegated to Dubuque sector shall become the responsibility of the Lone Rock sector.

During the time the Volk Radar Approach Control (RAPCON) is non-operational, the airspace delegated to Volk RAPCON shall become the responsibility of the Dubuque sector.

8-4-3. SECTOR INFORMATION

a. Frequency and Dial Codes:

Frequency - 133.950 / 281.400 Dubuque, IA (DBQ)

VOK area 125.050 / 269.375 Camp Douglas WI (VOK)

SBUEC SITE

133.950	Platteville, WI (PVB)
281.400	Platteville, WI (PVB)
125.050	Tomah, WI (Y72)
269.375	Tomah, WI (Y72)

Dial Codes - Radar 763
Radar Associate 663
Radar Coordinator 863
Radar Flight Data none
Outside dial – Radar

Associate - 69

B Option Lines – AFSS 250-53; AFSS 242-27; AFSS 242-45

b. Sector Description:

Altitudes - Surface - FL230*

* Excluding airspace delegated to Rockford, Volk and Cedar Rapids Approach Controls.

Approach Controls - Madison, Rockford, Volk, Cedar Rapids, Waterloo, Quad City, and Milwaukee.

that has been assigned to the military, and is responsible for ensuring aircraft under Dubuque sector's control do not violate that airspace.

8-4-2. ASSIGNMENT OF AIRSPACE

During the time the Dubuque sector is non-operational, the airspace delegated to Dubuque sector shall become the responsibility of the Lone Rock sector.

8-4-3. SECTOR INFORMATION

a. Frequency and Dial Codes:

Frequency - 133.950 / 281.400 Dubuque, IA (DBQ)

SBUEC SITE

133.950	Platteville, WI (PVB)
281.400	Platteville, WI (PVB)
125.050	Tomah, WI (Y72)
269.375	Tomah, WI (Y72)

Dial Codes - Radar 763
Radar Associate 663
Radar Coordinator 863
Radar Flight Data none
Outside dial – Radar

Associate - 69

B Option Lines – AFSS 250-53; AFSS 242-27; AFSS 242-45

b. Sector Description:

Altitudes - Surface - FL230*

* Excluding airspace delegated to Rockford and Cedar Rapids Approach Controls.

Approach Controls - Madison, Rockford, Cedar Rapids, Waterloo, Quad City, and Milwaukee.

8-4-4. PROCEDURES

h. The following Automated Information Transfer (AIT) procedures are applicable for VOK arrivals from the east/southeast:

(1) The Lone Rock sector shall descend VOK arrivals to 11,000 feet, displaying this as an interim altitude in the data block and initiate a handoff to the Dubuque sector.

(2) The Dubuque sector shall accept the handoff and initiate a handoff to Volk RAPCON.

(3) The Lone Rock sector shall transfer communications to Volk RAPCON after observing the acceptance of the handoff by Volk RAPCON

(4) Any deviation from the above procedure shall be verbally coordinated.

CHAPTER 9. NORTHWEST AREA**9-1-3. SECTOR INFORMATION**

c. **NEXRAD WARP Setting:** The altitude filter key setting is 240-600

9-2-1. SECTOR NARRATIVE

Farmm sector's primary responsibility is the sequencing of ORD arrivals over the TEDDY intersection and Milwaukee Metropolitan Area arrivals over the VEENA intersection. Farmm sector determines sequencing for these arrivals from adjoining sectors.

9-2-4. PROCEDURES

b. The Farmm sector shall assume control from Chicago Approach Control, for descent to 9,000 feet, on Milwaukee Metropolitan Area or Rockford arrivals, north of the centerline of V100 and on or west of the JOT 360° radial.

e. The following Automated Information Transfer (AIT) procedures for

8-4-4. PROCEDURES

h. **DELETE and Re-number**

9-1-3. SECTOR INFORMATION

c. **NEXRAD WARP Setting:** The altitude filter key setting is 330-600

9-2-1. SECTOR NARRATIVE

Farmm sector's primary responsibility is the sequencing of ORD arrivals over the FYTTE waypoint and Milwaukee Metropolitan Area arrivals over the GOPAC arrival. Farmm sector determines sequencing for these arrivals from adjoining sectors.

9-2-4. PROCEDURES

b. The Farmm sector shall assume control from Chicago Approach Control, for descent to 11,000 feet, on Milwaukee Metropolitan Area or Rockford arrivals, north of the centerline of V100 and on or west of the JOT 360° radial.

e. **DELETE**

MSN arrivals which will pass through the LNR sector are applicable for FARMM, LNR sectors and MSN Approach:

(1) The FARMM sector shall initiate a handoff to the LNR sector.

(2) The LNR sector shall accept the handoff prior to the LNR sector boundary and initiate a handoff to MSN Approach.

(3) The FARMM sector shall transfer communications to MSN Approach after observing acceptance of the handoff by MSN Approach.

(4) If the handoff is not accepted by MSN Approach prior to the FARMM/LNR airspace boundary, the FARMM sector must transfer communications to the LNR sector.

(5) Any deviation from the above procedure shall be verbally coordinated.

g. The following Automated Information Transfer (AIT) procedures for ORD arrivals routed via MSN or GARTT are applicable for FARMM, LNR sectors and RFD Approach:

g. **DELETE**

(1) The LNR sector shall initiate a handoff to the FARMM sector.

(2) The FARMM sector shall accept the handoff prior to the FARMM/LNR sector boundary and initiate a handoff to RFD Approach.

(3) The LNR sector shall transfer communications to RFD Approach after observing acceptance of the handoff by RFD Approach.

(4) If the handoff is not accepted by RFD Approach prior to the RFD/MSN airspace boundary, the LNR sector must coordinate with RFD appch. transfer communications to the

FARMM sector.

(5) Any deviation from the above procedure shall be verbally coordinated.

h. The following Automated Information Transfer (AIT) procedures for RFD/DPA/ARR arrivals routed via MSN or GARTT are applicable for FARMM, LNR sectors and RFD Approach:

h. DELETE

(1) The LNR sector shall initiate a handoff to the FARMM sector.

(2) The FARMM sector shall accept the handoff prior to the FARMM/LNR sector boundary and initiate a handoff to RFD Approach.

(3) The LNR sector shall transfer communications to RFD Approach after observing acceptance of the handoff by RFD Approach.

(4) If the handoff is not accepted by RFD Approach prior to the RFD/MSN airspace boundary, the LNR sector must coordinate with RFD transfer communications to the FARMM sector.

(5) Any deviation from the above procedure shall be verbally coordinated.

9-3-4. PROCEDURES

c. Data block Fourth Line Procedures:

c.(4) When using the fourth line of the data block, the Malta sector shall assign Chicago Metropolitan Area departures a heading that established the aircraft in the correct corridor with constant and increasing separation. The Malta sector may change speed and/or heading values entered in the fourth line of the data block on aircraft handed off to the Coton sector at any point after the initiation of the handoff and prior to communications transfer.

9-3-4. PROCEDURES

c. Data block Fourth Line Procedures:

c.(4) **DELETE**

9-5-1. SECTOR NARRATIVE

Malta sector's main traffic flow is westbound departures from the Chicago Metropolitan Area. The Departure Climb Corridor provides pre-arranged coordination for the Chicago Metropolitan Area and Rockford Metropolitan Area departures climbing westbound, into the high altitude structure, with the Plano sector.

9-5-1. SECTOR NARRATIVE

Malta sector's main traffic flow is westbound departures from the Chicago Metropolitan Area.

SOUTHWEST AREA RESTRICTION CHART

Line 26- Modify Altitude to Read: Enter Sector 74 descending to 15,000

Lines 39-40 – Delete Altitude Restriction and Delete Specials

Line 50 – Modify Route to Read: On 270 heading or direct JAYEX

CHAPTER 10. EAST AREA**10-2-4. PROCEDURES**

g. The following Automated Information Transfer (AIT) procedures are applicable for Keeler/Gipper/Lagrange sector(s) on Minneapolis Metropolitan area arrivals traversing the Joliet/McCook sector.

(1) The Keeler/Gipper/Lagrange sector shall initiate a handoff to the Joliet/McCook sector.

(2) The Joliet/McCook sector shall accept the handoff and initiate a handoff to the Badger/Horicon sector.

(3) The Keeler/Gipper/Lagrange sector shall transfer communications to the Badger/Horicon sector after observing the acceptance of the handoff by the Badger/Horicon sector.

(4) the Keeler/Gipper/Lagrange sector shall be responsible for ensuring the

10-2-4. PROCEDURES

g. DELETE and Re-number

handoff is accepted by the Badger/Horicon sector, as appropriate, prior to the Badger/Horicon sector boundary.

(5) Any Point Out to the Pullman/Empire sector shall be the responsibility of the Keeler/Gipper/Lagrange sector as appropriate.

(6) Any deviation from the above procedures shall be verbally coordinated.

10-4-4. d. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 12, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

10-4-4. d. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

10-5-4. b. (5) Negative RSVM exception aircraft and IAFDOF aircraft are disqualified from these procedures.

10-5-4. b. (5) Negative RSVM exception aircraft are disqualified from these procedures.

EAST AREA RESTRICTION CHART

Line 1 – Modify Altitude to Read: AOB FL330

Line 24 – Modify Altitude to Read: AOB FL330

Lines 25-28 – Modified to comply with DTW/CLE Metroplex Routes

Lines 25-26 – Entire New Lines

CHAPTER 11. WEST AREA

11-2-2. ASSIGNMENT OF AIRSPACE

During the hours that the Hanna City sector is non-operational, the airspace delegated to the Hanna City sector shall become the responsibility of the Iowa City sector.

11-2-2. ASSIGNMENT OF AIRSPACE

During the hours that the Hanna City sector is non-operational, the airspace delegated to the Hanna City sector shall become the responsibility of the Washington sector.

11-3-2. ASSIGNMENT OF AIRSPACE

During the times Hawks sector is non-operational, the airspace delegated to Hawks sector shall become the responsibility of the Iowa City sector.

11-3-2. ASSIGNMENT OF AIRSPACE

During the times Hawks sector is non-operational, the airspace delegated to Hawks sector shall become the responsibility of the Lowli sector.

CHAPTER 12. TRAFFIC MANAGEMENT UNIT**Section 2. SUPERVISORY TRAFFIC
MANAGEMENT COORDINATOR (STMC)**12-2-1. a. ADD**Section 2. SUPERVISORY TRAFFIC
MANAGEMENT COORDINATOR (STMC)**12-2-1. (13) The STMS/TMCIC must:

(a) Review the Special Interest Flight Website once per day for SIFs that will operate within Chicago ARTCC airspace.

(b) Notify Flight Data (FDCS) of SIFs to be added to or deleted from the NAS Alert database on a permanent basis.

(c) Upon notification of a SIF flight plan, compare the route posted on the Special Interest Flight Website with the actual route issued to the aircraft. Notify the appropriate area OS/CIC of the SIF on a recorded line, and coordinate any reroutes necessary to ensure the flight operates along an appropriate route posted on the Special Interest Flight Website.

(d) Coordinate SIF route changes with the FAA System Operations Security Center (SOSC) when the flight is in a proposed status or with the OMIC when the flight is in an active status, as appropriate.

Remaining paragraphs renumbered

(17) ADD

(17) Conduct a teleconference in accordance with JO 7210.3 and JO 7110.65 when weather is forecast to impact ZAU's traffic flow so as to potentially cause aircraft to enter an active SAA within ZAU's airspace.

Chapter 13. AIRSPACE AND PROCEDURES

13-1-3. REQUESTS FOR CHANGES TO THE AIRSPACE AND PROCEDURES OFFICE.

ADD

13-1-3. REQUESTS FOR CHANGES TO THE AIRSPACE AND PROCEDURES OFFICE.

Requests for changes to the Airspace and Procedures Office must be routed through the Support Manager, Airspace and Procedures using Figure 13-1-1.

Chapter 19. APPENDICES

Appendix G. CHICAGO ARTCC STRIP MARKING GUIDE

REDUCED STRIP MARKING PROCEDURES

c. To indicate that communications have been established and further strip marking is optional, a member of the sector team shall place an "X" in box 26 and/or utilize dwell lock as an automated equivalent.

REDUCED STRIP MARKING PROCEDURES

c. To indicate that communications have been established and further strip marking is optional, a member of the sector team shall place an "X" in box 26 and/or utilize voice communication indicator as an automated equivalent.

APPENDIX J. TRAFFIC MANAGEMENT UNIT CHECKLISTS

NAS/DEPARTURE/MILITARY/WEATHER COORDINATOR POSITION CHECKLIST (NC/DC/ML/WC)

Review Clipboards (Outages, SUA, ELTs)
 Enroute and Enroute Passbacks
 4 Airport Metrics/Impacts
 GDPs/GSs
 Pending Restrictions & Restrictions in the Queue
 Military (Pending/Active/Scheduled/Airspace EDST)
 Departure Status/SWAPs/Routes
 WX impacts (Enroute, Arrival, Departure)
 Miscellaneous (VIP Movement/Area Impacts)
 Sign In/Sign Out – NTML

DEPARTURE COORDINATOR POSITION CHECKLIST (DC)

WX Impact (Departure Tracks/Arrival Routes)
 Status CDR & SWAP Statements
 Playbook/SWAP Routes (Current/Anticipated/CAN)

Restrictions/Constraints
Miscellaneous (Flight Plan Drop Interval/Ad Hoc & Negotiated Routes)
Sign In/Sign Out - NTML

ENROUTE COORDINATOR POSITION CHECKLIST (EC)

ZAU Airport Flow/Winds/WX
Restrictions and Releases
Passbacks
SWAPs/Routes
GDPs/GSs
Airport Constraints (Local & Other)
Miscellaneous (Future WX Constraints/TBFM/Custom Routes/CAN)
Sign In/Sign Out – NTML

ARRIVAL COORDINATOR POSITION CHECKLIST (AC)

ORD and MDW Configurations/AARs
ORD Restrictions/Conditions/Releases
MDW Restrictions/Conditions/Releases
MKE Restrictions/Conditions/Releases
SWAP Routes/Anticipated Routes/TMIs
Miscellaneous (Forecast/Closures/Other)
Sign In/Sign Out – NTML

SUPERVISORY TRAFFIC MANAGEMENT COORDINATOR POSITION CHECKLIST (STMC)

Status Information Areas
ORD and MDW RWY Configurations and AAR
ESP, GDPs, GSs, Playbooks
Departure Restrictions and/or SWAPs
Flight Plan Drop Interval
Monitor Alert Status

Weather Trends
Unusual airport conditions or activities
Enroute and National Issues
Equipment: BFM, NAVAIDs, RADAR, ATC Alert, Limited, or Zero Status

Miscellaneous
Who has the DEN? Emergencies or NORDOs?
SIF, VIP, ALTRV, SUA, Military Ops, Special Events
MBI's, and other urgent requirements

Staffing
Current and future position requirements
OJT plan
Personnel on other duties

9/13/18

ZAU 7110.2V

Leave requests approved or pending

Overtime needs, requests, and approvals

CRUART - Status, Time and Attendance certification

Sign on NTML

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Chapter 1: General Information

1-1-1. Purpose of This Order. This Order describes the duties and responsibilities of Chicago ARTCC operational personnel.

1-1-2. Who This Order Affects. This order affects Chicago ARTCC operational personnel.

1-1-3. Where Can I Find This Order. You can find this order on the Facility Directives Repository: <https://loa.faa.gov/>.

1-1-4. What This Order Cancels. This order cancels ZAU ARTCC 7110.2U dated March 31, 2016 and all subsequent revisions.

1-1-5. Explanation of Policy Changes. The significant changes to this order are identified in the Explanation of Changes pages. It is advisable to retain the pages throughout the duration of the basic order.

Chapter 2. Operations

Section 1. Areas of Specialization

2-1-1. Areas of Specilization. Chicago ARTCC airspace is divided into eight (8) Areas of Specialization, the Northeast Area, East Area, Southeast Area, South Area, Southwest Area, North Area, West Area and the Northwest Area. These Areas are subdivided into operational sectors. Each sector has a specifically defined lateral and vertical limit.

Section 2. Operational Support

2-2-1. Airspace and Procedures.

a. Responsible for airway structures, sector design, air traffic procedures, Letters of Agreement, airspace matters and methods, and techniques required to ensure proper facility performance. Coordinates military operations and military aircraft activity within Chicago ARTCC airspace with Traffic Management Unit. Provides airspace data analysis and facility support maintaining permanent facility records. Update air traffic charts and maps. Provide and maintain sector binder information and flight information publications as required by agency directives and/or cancellation dates. Ensure supplements and updates are incorporated into current documents in a timely manner. Forward appropriate content revisions to the Planning & Requirements Office for inclusion into ERIDS (EnRoute Information Display System).

b. Review the EPIC Stolen Aircraft List and identify required changes to NAS Alert database. Forward any NAS Alert database changes to the Flight Data (FDCA) position.

2-2-2. Traffic Management Unit. Responsible for traffic management programs (flow control, metering, ground delay, and severe weather advisory programs); traffic analysis, staffing, analyzing and evaluating national and regional policies and regulations. Weather Coordinator disseminates weather intelligence, receives and handles PIREP/SIGMET information. Military Coordinator provides for the dissemination of photo missions, collection of ELT reports, tracks use of Special Use Airspace, and coordinates NAVAID outages.

2-2-3. Automation. Ensures the successful integration of air traffic control automation systems and modifications through systems analysis, computer programming, and flight data monitoring.

2-2-4. Flight Data. Ensures flight data and environmental data are entered into NAS. Distributes messages between internal positions and external facilities. Manages the ZAU COMSEC account. Provides pre-flight support to customers of Chicago ARTCC services. Provides contingency support for NAS components including ERAM, NADIN, WMSC, ERIDS, and USNS.

2-2-5. Center Weather Service Unit. Provides updated weather information through charts, teletype data, and briefings to the ARTCC Operations Managers, Traffic Management Coordinator Weather Coordinator and Operations Supervisors on present and expected weather. The CWSU must produce and provide the online weather briefings for the CEDAR workstations at least three times daily, capturing the day, swing and midnight shift forecasts in a timely manner.

2-2-6. Planning and Requirements. Perform NAS administration duties in support of Air Traffic operational requirements. Provide support on local order. Enter class mark data into VSCS and VTABS and maintain ERIDS mapping and filtering database. Maintain ERIDS local content. Serve as the ATO-E focal point with ATO-IT, Environmental System Support Center (SSC), Data Comm. SSC, Auto Data SSC, En Route Service Operational Center (ESOC), Facilities & Equipment (F&E), CSA Spectrum Support Center, Contracting Officers and other FAA lines of business. Responsible for requirements, impacts, manage and collaboration frequency and landline issues, facility building projects and proposals, Facility Security Plan, parking lot requirements, fire drills, OSHA compliance, controller chairs, equipment installations, proximity cards, local sustain and special operation list, facility inspections and tech refresh.

Section 3. Duties and Responsibilities

2-3-1. Duties and Responsibilities.

En Route Controller Team Concept.

a. There are no absolute divisions of responsibilities regarding position operations. The tasks to be completed remain the same whether one, two or three people are working positions within a facility/sector. The team, as a whole, has the responsibility for the safe and efficient operation of that facility/sector. (Ref. 7110.65 and 7210.3)

b. The duties and responsibilities defined herein are supplemental to those described in FAA Directives, Handbooks, and Position Descriptions etc.

(NOTE: Teamwork and cooperation must be accomplished in order to ensure safe and efficient air traffic service.)

2-3-2. Controller-In-Charge (CIC). The responsibilities include, but are not limited to:

a. Assigns controllers to position of operation, taking into account their qualifications. Maintaining awareness of air traffic activity and ensuring that controllers issue control clearances and instructions in accordance with established procedures in order to maintain a safe and expeditious flow of aircraft. Ensures the appropriate temporary corrective actions are taken whenever controller deficiencies are noted. Rotating controllers through different positions of operation to provide relief from fatigue, monotony, and constant work at any operational position.

b. Ensures that controllers are briefed on new procedural changes, that permanent Operations Supervisors were unable to administer.

c. Ensures that accident and incident documentation is handled by direction of the Operations Manager-in-Charge in accordance with national and facility policy.

d. Schedule/leave requests for other shifts (next day, etc.) shall be referred to an Operations Supervisor or Operations Manager.

e. Keeps Operations Manager informed about: the work situation and requirements for overtime, maintains an awareness of traffic management procedures invoked, adjustments required to gain the best use of available airspace and to assure such measures are removed when they are no longer needed. Prior to requesting a Traffic Management Initiative to address a staffing or Area configuration concern, coordinate the specifics with the OMIC.

f. Seeks advice from an adjacent Operations Supervisor or the Operations Manager-in-Charge on matters with which that a CIC might be unfamiliar.

g. Signs and updates area's daily log.

h. Checks sectors for status of EBUS, frequencies, and ensures the Sign In/Sign Off procedures are accomplished. Ensure weekly emergency frequency check at appropriate positions (East, North, Southeast, South, and Southwest). Record the information on the daily log. Emergency frequency checks that are still pending shall be carried over on the log until completed. Weekly required emergency frequency check information (complete or incomplete) shall be displayed on ESIS.

i. Opens or closes sectors as traffic warrants.

j. Attends CWSU / TMU / OMIC briefings.

k. Notifies Operations Manager-in-Charge (OMIC) of shift staffing.

l. Ensures that flight progress strips are collected and bundled at the end of each shift.

m. Ensures completion of OJT reports, recording of OJT time, and debriefing of trainees.

n. Monitor presidential aircraft movement in accordance with FAAO 7210.3.

o. TFMS Monitor Alert feature will be monitored, assessed and acted upon per FAA JO 7210.3. As referenced in ZAU 7110.2 12-2-1 a (16).

p. Inform sector personnel and other OS/CICs affected by Presidential Aircraft, Special Operations Aircraft, Suspected Stolen Aircraft, or Special Interest Flights (SIF) aircraft activity as appropriate. Notify the STMC of any change in a SIF aircraft's route.

NOTE: Formal corrective actions remain the responsibility of an individual's permanent Operations Supervisor after being briefed by the CIC.

2-3-3. Center Weather Service Unit (CWSU). The CWSU meteorologists are forecasters who monitor, review, analyze, and interpret weather information pertinent to the airways and air traffic terminals in ZAU's area of responsibility. In order to keep CWSU responsibilities in perspective, the following is a list of responsibilities of the CWSU in order of priority.

a. Prepare and disseminate Center Weather Advisory (CWA) (AISR dissemination).

b. Disseminate CWA within ZAU.

c. Provide weather consultation to airborne pilot in contact with ZAU involved in a weather-related emergency.

d. Coordinate with NWS office(s) issuing product(s) affected by CWA.

e. Disseminate PIREP, meeting urgent criteria via AISR.

f. Disseminate urgent PIREP to appropriate NWS office(s) unit(s) (if not accomplished by e).

- g.** Disseminate urgent PIREP within ZAU.
- h.** Prepare scheduled briefing.
- i.** Deliver scheduled briefing to assembled ZAU personnel.
- j.** Disseminate CWA beyond ZAU (via other than AISR).
- k.** Coordinate with NWS office(s) issuing product(s) affected by Meteorological Impact Statement (MIS).
- l.** Prepare and disseminate MIS via AISR.
- m.** Deliver scheduled briefing to dispersed ZAU personnel and/or designated EFAS and control tower personnel.
- n.** Provide special pilot weather briefing to requesting U.S. Government unit (e.g., AF One).
- o.** Solicit/gather PIREPs or other weather intelligence via WC per ZAU orders.
- p.** Prepare locally specified displays of time-critical conditions within or affecting ZAU's area of responsibility.
- q.** Disseminate other weather intelligence within ZAU as specified by local requirements.
- r.** Provide courtesy pilot weather briefing to FAA pilot employee.
- s.** The TMU Weather Coordinator serves as the primary contact with CWSU and ATC operational personnel.

2-3-4. Flight Data Monitor (FDM). A Flight Data Communications Specialist (FDCS) position of operation within the Flight Data Unit. The duties of this position, accomplished in accordance with established policies and procedures, include the following tasks and sub-tasks:

- a.** Answer phones (VSCS and Telco).
- b.** Process requests to verify stored flight plans and assist filers with requests to help get a flight plan message accepted and stored as a flight plan in ERAM.

NOTE: If a flight readout (FR) indicates that the flight plan is not stored, ask the caller if they need further assistance in getting a flight plan message accepted by ERAM.

- c.** When requested, remove or amend a proposed flight plan stored in ERAM except in the following situations.

(1) If a caller requests to remove a proposed flight plan departing ORD or MDW within 35 minutes of, or after the flight plan's proposed time, forward the caller to TMU to remove the proposed flight plan.

(2) If a caller requests to amend the route of any proposed flight plan within 35 minutes of, or after the flight plan's proposed time, forward the caller to TMU to amend the route of the proposed flight plan.

(3) If a caller requests to amend the route of a proposed flight plan and the flight plan's remarks indicate FRC, TMU Reroute, or Weather Reroute, forward the caller to TMU to amend the route of the proposed flight plan.

d. Verify and update ERAM altimeter and weather observation data.

(1) At 5 minutes after each hour, check the following weather station altimeter settings stored in ERAM: AUW, BRL, CID, DEC, DSM, FWA, GRB, IND, LSE, MBS, MKE, MLI, ORD, OTM, PIA, RFD, RST, SBN, UIN

(These altimeters are known as the CERT altimeters and are used by ERAM in Mode C altitude calculations. Using the F3 function key on one of the Flight Data ERAM AT Workstations will display these altimeters.)

If any of these CERT altimeter settings failed to automatically update during the previous hour and are not already reported as missing, do the following:

(a) Obtain the current altimeter data from official FAA or NWS sources or by calling the associated AWOS station and manually update the altimeter setting in ERAM.
Example: ERAM entry: AS 2306 ORD 992 <enter>

(b) If unable to obtain the current altimeter data for a CERT weather reporting station, advise the ESOC of the problem and manually update the stored altimeter as missing (M) once it is more than 2 hours old.
Example: ERAM entry: AS 2306 ORD M <enter>

(c) Also, check the full weather observation stored in ERAM for the CERT weather station. If the observation is more than 2 hours old, manually update the stored weather observation as missing (M).
Example ERAM entry: WX FWA 1424 ○M <enter>

(2) Between 5 and 15 minutes after each hour, check the non-CERT, adapted weather station altimeter settings stored in ERAM:
(Entering the AR command at one of the Flight Data ERAM AT Workstations will print out all of the adapted weather station altimeters stored in ERAM.)
If any of these non-CERT altimeter settings failed to automatically update during the previous 2 hours and are not already reported as missing, do the following:

(a) If the weather station is within ZAU airspace, obtain the current altimeter data from official FAA or NWS sources or by calling the associated AWOS station and manually update the altimeter setting in ERAM.

(b) If unable to obtain the current altimeter data for a weather reporting station within ZAU airspace, advise the ESOC of the problem and manually update the stored altimeter as missing (M) once it is more than 2 hours old.

(c) If the weather station is outside of ZAU airspace, manually update the stored altimeter as missing (M) once it is more than 2 hours old.

(d) Also, check the full weather observation stored in ERAM for the non-CERT weather station. If the observation is more than 2 hours old, manually update the stored weather observation as missing (M).

(3) Advise ESOC when an unusual or recurring pattern of invalid or missing altimeters occurs.

e. Distribute HIWAS Alert Messages. Distribute HIWAS Alert Messages via GI message when receiving new or updated AIRMET information that impacts the geographic area that is within 150 miles of the Chicago ARTCC facility boundary. Multiple AIRMETs may be combined into a single HIWAS Alert message when received for locations within 150 NM of Chicago ARTCC. Provide the complete text of the AIRMET information to the OMIC and TMU weather coordinator, and advise them when an associated GI has or has not been sent. Provide the complete text of the AIRMET information to others upon request.

NOTE: The F5 key can be used as a shortcut to display the GI message with all ZAU geographic areas of concern listed.

NOTE: The F2 key can be used as a shortcut to display the GI message without any geographic areas of concern listed.

NOTE: Append the current UTC date and time to the GI message.

Example GI message:

GI C ○ ATTENTION ALL AIRCRAFT HAZARDOUS WEATHER INFORMATION
AIRMETS FOR IL IN OH LE AVAILABLE ON HIWAS FLIGHT WATCH OR FLIGHT
SERVICE FREQUENCIES... 171452Z

f. Monitor AISR and ERIDS and re-distribute NOTAMs. Monitor AISR and ERIDS and re-distribute NOTAMs affecting airports and airspace within the Chicago ARTCC facility boundary as described in section 2-4-37.

g. Verify NOTAMs received from Lockheed Martin Flight Service. Verify that NOTAMs called in by Lockheed Martin Flight Service or approved airport management designees are being displayed in ERIDS. If the NOTAM information is not displayed in ERIDS, pass the NOTAM information to the OMIC.

h. Process international flight plans. Process international flight plans requiring international departure coordination in the form of an ICAO Departure (DEP) message.

(1) Monitor AISR for international flight plans that initially depart from Chicago ARTCC airspace. Do not process flights destined to Alaska, Hawaii, Puerto Rico, U.S. Virgin Islands, or Canada. Also, do not process flights operated by American Airlines (AAL), or United Airlines (UAL) with destinations in Mexico.

(2) Amend the flight plan's intra-facility remarks to include "CALL DEPT TO TTY". Record the flight plan's departure point, proposed departure time, destination, and actual departure time on the Flight Data Departure Log. Record the flight's departure point only if different than Chicago O'Hare International Airport (KORD).

(3) Upon departure, transmit an ICAO DEP message via AISR that includes the aircraft's call sign, departure point, departure time, and filed destination. Address the message to the appropriate air traffic facilities along the filed route.

Example departure message text: (DEP-AAL153-KORD1549-RJAA-0)

i. Monitor AISR for incoming messages.

(1) Deliver Alert Notices (ALNOT) and Information Requests (INREQ) to the OMIC position.

(2) Deliver Altitude Reservations (ALTRVs) to the Supervisory Traffic Management Coordinator (STMC).

(3) Deliver MOA/ATCAA/Restricted Area schedules to the TMU NAS Coordinator.

NOTE: Messages that start with "!SUAC" and military flight plans do not need to be delivered to the TMU.

(4) Distribute General Notices (GENOTs) received via AISR as described in section 2-4-38.

(5) Deliver copies of Circuit Notices (CIRNOTs) received via AISR to the OMIC, STMC, ESOC, and CWSU and post one copy in the Flight Data unit.

(6) Process requests for flight plans (RQPs) and other requests for information.

j. Transmit messages via AISR including ALNOTs, and INREQ/ALNOT replies. The OMIC will provide guidance on ALNOT and INREQ message content.

k. Perform Communications Security and Defense Messaging System duties. Perform Communications Security (COMSEC) and Defense Messaging System (DMS) duties as described in the Chicago ARTCC COMSEC Standard Operating Procedures/Emergency Action Plan, and as otherwise assigned.

l. During a NADIN outage, enter flight plans that are received via alternate methods into the ERAM computer system.

m. During an ERIDS outage, print collectives of the ZAU NOTAMS and deliver them to the OMIC.

n. Process FDC NOTAMS affecting the ZAU area of responsibility.

(1) Log FDC NOTAMS and FDC NOTAM cancellations.

(2) Disseminate FDC NOTAMs and FDC NOTAM cancellations to the concerned approach control facilities within the ZAU area of responsibility.

o. Process NAS Security Alerts (aka SIF Alerts). The right side (W1) ERAM AT Workstation (ATWS) in Flight Data is set up to give an audible alert and highlight NAS Security Alerts when they occur. When the Flight Data ATWS receives a NAS Security Alert:

(1) Silence the audible alert and acknowledge the ERAM message with your operating initials.

(2) Unless otherwise directed by management, notify the STMC/TMCIC of the aircraft identification that generated the alert by either hand carrying or phoning the information to them. (Notify the OMIC of the alert when the TMU is not operating.)

p. Verify the PRTA and PRTS NAS Alert Databases. Ensure the PRTA and PRTS NAS Alert databases stored in ERAM match the Alert Aircraft Log provided by the Airspace and Procedures Office, including any temporary pen-and-ink changes. (Notes p1 below contains ERAM commands entered as appropriate in support of this requirement.)

(1) As required, add or delete ERAM PRTA and PRTS database entries as required, and enter pen-and-ink changes to the Alert Aircraft Log maintained in the Flight Data Unit. (NOTE: Show pen-and-ink additions by neatly writing the aircraft identification or call sign in the appropriate section of the Alert Aircraft Log. Show pen-and-ink deletions by making a diagonal line through the appropriate aircraft identification or call sign on the Alert Aircraft Log.)

(2) Review the NAS Alert databases after any ERAM re-start.

(a) Compare PRTA and PRTS currently in ERAM with the Alert Aircraft Log in the Alert Aircraft Binder.

(b) Make any needed ERAM command entries to ensure that PRTA and PRTS reflect the information contained in the Alert Aircraft Log including any pen-and-ink changes.

(c) Notify the OMIC when the review is completed. (The OMIC will record the review in the facility log.)

(3) Review the NAS Alert databases at least once per calendar day. (Note: This task is to be done by the FDCCS on the midnight shift after midnight local time. If the midnight shift was not staffed by a FDCCS, the OMIC will perform this task.)

(a) Compare PRTA and PRTS currently in ERAM with the Alert Aircraft Log in the Alert Aircraft Binder.

(b) Make any needed ERAM command entries to ensure that PRTA and PRTS reflect the information contained in the Alert Aircraft Log including any pen-and-ink changes.

(c) Notify the OMIC when the review is completed. (The OMIC will record the review in the facility log.)

(4) Notify the SFDCS of all Alert Aircraft Log/database discrepancies. (*Note:* The SFDCS will coordinate discrepancies with the P&R Office.)
Notes p1 – NAS Alert Administration ERAM Commands

For Presidential/VIP and Stolen Aircraft :

Add an alert aircraft identifier: CF<space>ADDA/xxxxxxx <enter>

Examples: CF ADDA/N1234PG <enter>

CF ADDA/N77X <enter>

Delete an alert aircraft identifier: CF<space>DELA/xxxxxxx <enter>

Examples: CF DELA/N1234PG <enter>

CF DELA/N77X <enter>

Print all adapted alert aircraft identifiers: CF<space>PRTA <enter>

For Special Operations and Special Interest Flight Aircraft:

(*Note:* Any aircraft that needs more than 3 characters to be identified would go in PRTA.)

Add a three-character SIF call sign: CF<space>ADDS/xxx <enter>

Example: CF ADDS/CSN <enter>

Delete a three-character SIF call sign: CF<space>DELS/xxx <enter>

Example: CF DELS/B81 <enter>

Print all adapted three-character SIF call signs: CF<space>PRTS <enter>

q. Execute the ERAM Morning Text Files. Each morning four text files stored in ERAM need to be executed to open various terminal facilities. OPEN0415 will be executed at 0415, OPEN0445 will be executed at 0445, OPEN0515 will be executed at 0515, and OPEN0545 will be executed at 0545. (All times are local Aurora times.)

Use the following instructions to execute these text files.

Using an ERAM AT Workstation:

Left Click the TX FILE BOX

Left Click OPEN on the TEXT FILE SUPPORT BAR

Scroll down to OPEN0415

Left Click OPEN0415

A new window will open

Left Click OPEN0415 in the new window

Left Click Execute to run the text file

A new window will now pop up and you will see the text file run. Scroll through the window and make sure there are no reject or error messages. If you receive a reject or error message, try executing the text file again. If a reject or error message occurs again, let the OMIC know so that the OMIC can advise the ESOC.

Minimize the TEXT FILE SUPPORT BAR

Repeat this process at 0445, 0515, and 0545 using the appropriate text files.

r. Referred Message Alerts. ERAM has a number of defense mechanisms to prevent total system failure. There are three messages that will populate in the Referred Message View of Flight Data's Air Traffic Work Station (ATWS) / S4 position, that require immediate action.

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- THE TRAJECTORY SERVER TASK HAS FAILED (X) TIMES ATTEMPTING TO CALCULATE THE AIRCRAFT TRAJECTORY (AID)
- THE ROUTE SERVER TASK HAS FAILED (X) TIMES ATTEMPTING TO CONVERT THE ROUTE (AID CID)
- THE TRAJECTORY SERVER TASK HAS FAILED (X) TIMES ATTEMPTING TO CALCULATE THE PLAN TRAJECTORY (AID)

These messages should be rare, but are critically important as they indicate a potential loss of service in the system.

The S4 ERAM Workstation (the left workstation) is set up to give an audible alert and highlight these particular referred messages should they occur.

The FDCCS will use the following procedures if one of these messages is received:

- (1) Silence the audible alert.
- (2) Print two copies of the Referred Message that has been highlighted at the Air Traffic Work Station (ATWS) / S4 position.
- (3) Acknowledge and clear the Referred Message from the ATWS.
- (4) Deliver both copies of the message to the Operations Manager in Charge (OMIC) and advise that you have received and acknowledged the Referred Message.

Note: Unknown or suspicious alerts should be reported to the ESOC and/or OMIC.

s. Transmit PIREPS via AISR.

(1) When a GI from TMU with PIREP data is received, use one of the Flight Data AISR workstations to open a PIREP Weather Entry template window by doing the following:

From the main AISR window (not the AISR Messages window) click the Weather tab, and then click the PIREP sub-tab.

(2) Using NWS approved contractions and data formatting (see the PIREP Binder in Flight Data for details), enter the data from the GI into the appropriate fields of the template.

(3) Click the Send button.

2-3-5. Teletype (TTY). A Flight Data Communications Specialist (FDCCS) position of operation within the Flight Data unit. Duties of this position include:

a. As workload necessitates and in coordination with the FDM, provide assistance in the accomplishment of the FDM duties.

- (1) Upon departure, transmit an ICAO DEP message via AISR that includes the aircraft's callsign, departure point, departure time, and filed destination. Address the message to other air traffic facilities along the filed route.

b. Monitor AISR for incoming messages.

(1) Deliver Alert Notices (ALNOT) and Information Requests (INREQ) to the OMIC position.

(2) Deliver Altitude Reservations (ALTRVs) and Special Use Airspace (SUA) schedules to the Supervisory Traffic Management Coordinator (STMC) position.

(3) Distribute General Notices (GENOTs) received via AISR as described in section 2-4-38.

(4) Distribute stolen aircraft reports to the OMIC position and the Airspace and Procedures Office Manager as described in the current version of ZAU Order 1600.10, NAS Security Alert and Reporting Procedures.

c. Transmit plain-text messages via AISR including ALNOTs, INREQ/ALNOT replies, Spill Out reports, and SUA schedules. Retain one copy of a transmitted message for fifteen (15) days after transmission.

d. Perform Communications Security and Defense Messaging System duties as described in the Communications Security (COMSEC) Standard Operating Procedures, Message Center Classified Operations Plan, and Emergency Actions Guide.

e. Enter daily facility traffic count on the ATCSCC OPSNET website, adjusting the count if a ERAM shutdown occurred within the previous 24 hour period.

2-3-6. Operations Supervisor-In-Charge (OSIC). The responsibilities include, but are not limited to:

a. Assign controllers to positions of operation, maintain an awareness of air traffic activity, rotate controllers through different positions of operation, and ensure developmental controllers are assigned to positions of operations that will enable them to acquire the experience and competence required of the next higher level.

b. Ensure controllers are briefed on new procedures, policies, rules and regulations. Give advice, counsel or instructions to employees on both work and administrative matters.

c. Ensure accidents and incidents are reported in accordance with instructions.

d. Approve leave and develop vacation leave schedules.

e. Maintain an awareness of air traffic activity. Receive and conduct briefings on, and make decisions concerning:

- (1) Scheduled/unscheduled equipment/NAVAID outages
 - (2) Traffic flow restrictions. Prior to requesting a Traffic Management Initiative to address a staffing or Area configuration concern, coordinate the specifics with the OMIC.
 - (3) Sector Workload (Traffic Demands)
 - (4) Sector Configurations
 - (5) Training
 - (6) Position Relief
 - (7) Current and Forecasted Weather
 - (8) Weather Avoidance Procedures
 - (9) Adjacent Facility Status
 - (10) Back-up System Status
 - (11) Military Operations
- f.** Inform the Operations Manager-in-Charge about the work situation and requirements for overtime.
- g.** Evaluate employee performance.
- h.** Ensure on-the-job training is accomplished.
- i.** Ensure employee time and attendance is recorded in a timely manner.
- j.** Coordinate SIGMET, AIRMET, and CWA information with sector personnel at the time of issuance and during OS/CIC relief briefings as applicable. Ensure weather data and requests for PIREPs remain posted at each affected sector, and that pertinent PIREP information is relayed during sector relief briefings.
- k.** Checks sectors for status of EBUS, frequencies and ensures the Sign In/Sign Off procedures are accomplished. Ensure weekly emergency frequency check at appropriate positions (East, North, Southeast, South, and Southwest). Record the information on the daily log. Emergency frequency checks that are still pending shall be carried over on the log until completed. Weekly required emergency frequency check information (complete or incomplete) shall be displayed on ESIS. Advise the Airspace and Procedures Office, as appropriate, of any problems encountered in obtaining needed documents.
- l.** TFMS Monitor Alert feature will be monitored, assessed and acted upon per FAA JO 7210.3. As referenced in ZAU 7110.2 12-2-1 a (16).

m. Inform sector personnel and other OS/CICs affected by Presidential Aircraft, Special Operations Aircraft, Suspected Stolen Aircraft, or Special Interest Flights (SIF) aircraft activity as appropriate. Notify the STMC of any change in a SIF aircraft's route.

2-3-7. Operations Manager In Charge (OMIC). The responsibilities include, but are not limited to:

a. Provide first line supervision to Operations Supervisors and overall supervision of the control room.

b. Provide advice on administrative and technical problems.

c. Continuously check on all operations and make on-the-spot corrections as necessary.

d. Review flow control procedures for appropriateness and system impact.

e. Ensure adequate staffing is provided in the control room.

f. Ensure on-the-job training is accomplished.

g. Assure notification of maintenance personnel in regard to malfunctioning equipment and give final approval for equipment shutdown.

h. Collaborate with other FAA facilities and civil/military organizations to coordinate work related changes affecting daily facility operations. Handle complaints or other matters presented by airlines or other operators. Inform supervisors of action or proposed action that would have a continuing impact upon the facility.

i. Conduct initial accident/incident investigations and takes immediate emergency action and as required, present testimony at hearings concerning accidents or incidents.

j. Monitor presidential aircraft movement.

k. Determine the requirements for the assigned area of operation in consultation with Operations Supervisors.

l. Review recommendations made by Operations Supervisors relative to the progress of trainee and developmental controllers.

m. Represent facility management during non-administrative hours.

n. Assume the responsibilities of each area when the OS/CIC is combined with the OMIC position.

o. Assume the responsibilities of TMU when the STMC/TMC-CIC is combined with the OMIC position.

p. Assume the responsibilities of Flight Data Unit when combined with the OMIC position.

q. Advise the Airspace and Procedures Office, as appropriate, of any problems encountered in obtaining needed documents.

s. Tarmac Delay: When Chicago ARTCC is notified that an airport within their jurisdiction has received a tarmac delay request of an aircraft that has or may have exceeded the Three/Four-Hour Tarmac Rule the OMIC must:

- (1) Verbally notify the ATCSCC (if TMU is combined at the OMIC position).
- (2) Utilize NTML to forward the information to the ATCSCC (if TMU is combined at the OMIC position).
- (3) Notify the ROC as soon as possible.

(4) Document the incident with pertinent information on FAA Form 7230-4 as a QAR and retain all available pertinent records to that event in accordance with FAA Order JO 8020.16 paragraph 119g.

s. Complete the Watch Checklist (Chapter 19, Appendix C) once each watch, as defined in JO 7210.3, Facility Operation and Administration, 4-6-5g, and log on 7230-4 as required.

t. Complete specific OMIC tasks by shift as described in Chapter 19, Appendix D for day shift; Chapter 19, Appendix E for swing shift; and Chapter 19, Appendix F for midnight shift.

u. C90 Area G Procedures:

(1) C90 informs ZAU OMIC of the active ORD configuration, STAR(s) in use, and to which approach control (C90 or RFD) Area G should be assigned.

(2) The ZAU OMIC shall execute the appropriate text file. (See Figure 2-3-13 Area –G Toggle Entries).

(3) The ZAU OMIC notifies the NW and SW Areas of the ORD configuration, the STAR(s) in use, and to which approach control Area-G is assigned.

v. TFMS Monitor Alert feature will be monitored, assessed and acted upon per FAA JO 7210.3. As referenced in ZAU 7110.2 12-2-1 a (16)

AREA G TOGGLE ENTRIES**C90 Terminology****ZAU Text File****West Flow****WESTFLOW****Area G gets assigned to RFD
Routes to BENKY/TRTLL****East Flow****ESHAIN****Area G gets assigned to C90
Routes to SHAIN****East Flow Restricted****EBENKY****Area G gets assigned to RFD
Routes to BENKY****BDF Flow****EBDF****Area G gets assigned to RFD
Routes to BDF STAR****Fig. 2-3-13**

w. The OMIC shall respond to a NAS Security Alert as follows: Notify the STMC/TMCIC and affected OS/CIC as appropriate, of a proposed or active flight plan containing a Presidential Aircraft or Special Operations identifier.(2) Notify the affected OS/CIC of a proposed or active flight plan containing a suspected stolen aircraft identifier. If the aircraft's N-number and type/make/model correspond to the data in the Stolen Aircraft List, notify EPIC Tactical Air Watch. (c) Upon notification of a SIF flight plan, compare the route posted on the Special Interest Flight Website with the actual route issued to the aircraft. Notify the appropriate area OS/CIC of the SIF on a recorded line, and coordinate any reroutes necessary to ensure the flight operates along an appropriate route posted on the Special Interest Flight Website.(d) Coordinate SIF route changes with the FAA System Operations Security Center (SOSC) when the flight is in a proposed status or with the OMIC when the flight is in an active status, as appropriate.

Section 4. General Procedures

2-4-1. Position Sign In/Sign Off Responsibility.

a. Control personnel involved in operating active sectors (Controllers, Trainees, Assistant Controllers, Supervisory and Traffic Management Coordinators, Support Specialists, Operations Supervisors, Operations Managers and Support Managers) shall use CRU-ART as the method of sign on/sign off to record time on position.

b. FAA Form 7230-10 shall be used whenever CRU-ART is not operational.

c. The Operations Supervisor shall ensure that all personnel in their respective areas use the automated ERAM Sign in/Sign off (SISO) system when assigned an operational position.

2-4-2. Computer Entry of Data Block Information. The sector in direct communication with an aircraft has control of the data block and is the sector responsible for ensuring the data block reflects the current status of the aircraft, which is the clearance given by Air Traffic Control, directly to and read back by the aircraft.

2-4-3. Preferential Routes.

a. It is the responsibility of all controllers to scan EDST and/or flight progress strips to ensure routings are compatible with standard preferential routes.

b. The first sector receiving the strip or EDST entry with the preferential routing shall ensure this route is issued to the aircraft, if different from current or filed routing.

c. Arrivals to the Chicago Metropolitan Area shall be issued the appropriate preferential arrival route as depicted in alphanumerics.

2-4-4. Route Changes.

a. Route changes shall be entered by the sector controller with track control jurisdiction.

b. When three (3) X's appear in the route of flight portion of the flight progress strip/EDST, it indicates an early route termination where processing stops within the local ARTCC beyond the element preceding the X's. It shall be the responsibility of the entry sector where the initial center strip with the X's is printed to input a corrected route, after obtaining track control jurisdiction.

c. Controllers shall update the route of flight, to the extent possible, to ensure continued automated tracking and updating.

2-4-5. Navaid Outages. NAVAID outage information shall be disseminated to the appropriate sector(s) by the Operations Manager in Charge (OMIC) or his/her designee. (Normally a TMU Coordinator). ERIDS shall be the primary means for disseminating outage information, but other methods may be used if there is an operational necessity (e.g., immediate notification of adjacent sectors until a NOTAM is issued).

2-4-6. Arrivals to Airports in Chicago ARTCC Airspace. Arrivals to airports in Chicago ARTCC's airspace above FL240, other than Chicago Metropolitan Area arrivals, shall be descended so as to be level at FL240 not less than 80 nautical miles from the destination airport.

2-4-7. Holding.

a. The OSIC shall advise the TMU/OMIC that holding at a fix/fixes is in progress or about to commence.

b. Area/Sector Control Personnel Responsibility.

(1) The manual controller (or the radar controller if the manual position is combined) shall:

(a) Enter a hold message in EDST and move the holding aircraft to the special posting area on the EDST display after the radar controller issues the holding clearance.

(b) Ensure that the holding entry is cancelled in EDST after the aircraft is cleared out of the hold and prior to the data block of the holding aircraft being handed off to the next sector or facility.

(2) The radar controller shall:

(a) Enter the 4-digit EFC time in the fourth line of the data block to signify that the aircraft has been cleared into the hold.

(b) Remove the 4-digit EFC time from the fourth line of the data block after clearing aircraft out of the hold.

(c) Ensure the 4-digit EFC time is removed from the fourth line prior to initiating the handoff.

Any deviation from these procedures shall be verbally coordinated.

2-4-8. Enhanced Back-up Surveillance (EBUS).

a. There are two modes of operation in EBUS:

(1) EBUS/ERAM - This mode is available when the ERAM computer remains operational, however display processing is being accomplished through the EBUS computer. The bi-directional interface between ERAM and EBUS allows for all normal flight plan data processing. Since the ERAM is operational all inter and intra facility transmission of flight plan data continues. This transfer of flight plan information permits more commonality of MDM display and computer inputs when operating in EBUS/ERAM mode. This mode most closely emulates NAS.

(2) EBUS Only - The EBUS and ERAM computers do not exchange flight plan information. Automated transfer of flight plan information between facilities does not occur. Verbal coordination is required when passing flight plan information, as are manual hand-offs to adjacent facilities.

b. Sector combining/decombining messages entered into NAS on a AT SPECIALIST WORKSTATION will be passed to EBUS, provided the interface between ERAM and EBUS is established. Dual entries are not required.

c. When operating in the EBUS only mode, sectors are designated as active or inactive. To open a sector, the input on the DEK is CS (sector number) A. To close a sector, the input on the DEK is CS (sector number) I; **Example** - CS 50 A or CS 50 I.

NOTE: The CS messages which are used in NAS are not utilized in EBUS only. If a transition is made to the EBUS only mode and a sector was not open in NAS prior to the transition, the sector will have to be made active with the above listed input messages.

d. MDM map requests can be made by the sector controller. The format to change the EBUS map at the sector is: (in EBUS/ERAM or EBUS only mode).

Type QM
Type in appropriate MDM MAP name
Press enter key

e. Dwell lock is supported.

f. The map center/offset function is now synchronized between the primary and back-up channels.

g. DSR user preference sets are not supported.

h. Quick look and see all are not supported.

i. List locations such as HOLD, group suppression, flight, and conflict alert are not synchronized with the primary channel.

j. The back-up channel does not support the flight plan readout view or R-position D-CRD View.

k. Full data block (FDB) 4th line and DC view buttons for the FDB 4th line are not supported in ECG/EBUS.

(1) Since 4th line data is not supported, controllers shall verify any 4th line data from an adjacent facility that is operating in the back-up channel. The data may not be valid.

(2) Controllers shall also verify any 4th line data that appears after switching from EBUS to ERAM.

- l.** Route display is not supported.
- m.** Halos (or J rings) are supported.
- n.** The FDB altitude pop up menu is supported.
- o.** Non-reduced vertical separation minima (Non-RVSM) indicators are supported.
- p.** The range view is supported.
- q.** The altitude limits toolbar is supported.
- r.** The annotations toolbar is supported.
- s.** The continuous range readout function and most of its functionality is supported.
- t.** The longitudinal scale tool is now supported.
- u.** The beacon code list is now displayed in the R-CRD text area, as it is in the primary channel, instead of a separate list.
- v.** The timing out of a data block on an inter-facility or intra-facility hand off is handled the same way as in ERAM. When operating in the EBUS-Only mode, the ERAM automation that prevents a data block that has been handed off from timing out within a sector is NOT operational. If a data block is handed off and accepted by the receiving sector more than 10 minutes flying time from a sector boundary, the data block will drop off the transferring controller's display.
- w.** Up to six altimeter settings can be input into a EBUS sector CRD and will be updated automatically.
- x.** Emergency airport information can be accessed through EBUS in the same manner as NAS. The information will be displayed in the preview area on the MDM.

2-4-9. Opening and Closing Sectors. Responsibilities and procedures:

- a.** Operations Supervisor-in-Charge shall:
 - (1) Determine in a timely manner when a sector(s) will be opened/closed.
 - (2) Assist transferring and receiving controllers during the opening/closing process.
- b.** Transferring Controller must:
 - (1) Conduct a briefing using the position relief checklist with the receiving sector controller(s) including ERIDS configuration and NOTAM information.

(2) Initiate handoffs to the receiving sector, and coordinate all necessary control information.

(3) Verbally advise the receiving controller via the VSCS System, as appropriate, that all potential traffic situations are resolved, and that he/she releases control of the airspace.

(4) When above steps are completed, transfer communication of aircraft to the receiving sector and notify the receiving controller(s) when all of the traffic has been transferred.

c. Receiving Controller shall:

(1) Ensure all filter keys, altitude limits and frequencies at the receiving sector are properly selected.

(2) Upon notification from the Operations Supervisor-in-Charge conduct a briefing using the position relief checklist with the transferring sector controller(s) including ERIDS configuration and NOTAM information.

(3) Notify the Operations Supervisor-in-Charge when the sector(s) is ready.

(4) When ready to assume control of the airspace, he/she shall notify the transferring controller via the VSCS System, as appropriate, that he/she is able and ready to accept control of the airspace. He/she shall not issue any control instructions unless he/she receives an oral confirmation that airspace is now his/her control.

(5) Accept handoffs on sector traffic.

(6) Verify acceptance of all traffic from transferring sector by verbal confirmation.

(7) Advise affected facilities/sectors that the sector is opening/closing.

d. When a sector is being closed controllers shall:

(1) Forward calls from the D-side position to the R-side position.

(2) Forward calls from the R-side position of the closing sector, to the appropriate D-side position.

e. When the VSCS area map is changed, the Operations Supervisor will be responsible for ensuring that the sectors that are not open at the time of the change are forwarded to the appropriate sector.

2-4-10. Altimeter Settings.

a. Control personnel, upon noting an altimeter entry time of 0000 for any station, shall inform pilots that the altimeter setting for that station is not available.

b. Control personnel, upon noting an altimeter setting in excess of 31.00, shall take the following action.

(1) Any setting above 31.00 shall be issued as 31.00.

(2) Personnel involved in low altitude control shall add 500 feet to all MEAs or MIAs while the setting is above 31.00.

(3) If the altimeter settings go above 31.42, add 1,000 feet to all MEAs or MIAs.

(4) If the altimeter settings are above 31.00, aircraft operating night VFR or executing night instrument approaches shall be cautioned of the high altimeter settings. Any further questions on night VFR or night instrument approaches should be referred to the OMIC.

2-4-11. Coordination Requirements on Climbing/Descending Aircraft.

a. The data block shall display the altitude the aircraft has been assigned. This altitude may be displayed as either an interim or hard altitude.

b. Aircraft may climb or descend, as appropriate, to an altitude within the receiving sector's vertical stratum, without verbal coordination, provided the aircraft will be established within the receiving sector's vertical stratum prior to crossing the receiving sector's lateral boundary or airspace for which the receiving sector is responsible (i.e., Climb Corridor or Arrival Area) and the altitude is appropriate for direction of flight.

c. If an altitude restriction is specified per sector SOP, the data block altitude may be changed while the hand off is initiated or after acceptance to reflect the correct SOP altitude restriction. If the SOP altitude restriction will not be complied with, verbal coordination shall be accomplished.

2-4-12. Manual Coordination. Controllers shall manually (verbally) coordinate flights in a fully automated environment as follows:

a. Any aircraft at the inappropriate altitude for direction of flight shall be verbally coordinated by the transferring controller.

b. At sectors where ITAL (Interim Altitude ERAM Patch) is in use, manual coordination is required on any interim altitude changes within 15 miles of the center boundary. This applies only to aircraft that will be handed off to other centers.

NOTE: Automated handoff parameters are set as follows:

INTRA-CENTER: 17,900 MSL and below, 10NM from sector/approach boundary
FL180 and above, 20NM from sector boundary

INTER-CENTER: 17,900 MSL and below, 10NM from Center boundary
FL180 and above, 10NM from Center boundary

2-4-13. Sector Radar Range Setting.

a. Low altitude sectors shall set the radar range so that a minimum of 15 miles beyond the sector boundaries are displayed.

b. High altitude sectors shall set the range so that a minimum of 25 miles beyond the sector boundaries are displayed.

2-4-14. ERAM OMIC Known Event Processing. If you become aware of a known event, either by a controller or OS report, or call from another facility, fact-finding for the known event needs to take place. Follow the guidance below if you become aware of a known event:

a. If you receive a call from another facility, a controller, or an OS, conduct fact-finding.

b. If fact-finding results in a suspected loss or airspace anomaly, follow ZAU Event Occurrence Reporting Flowchart.

c. If determined to be a Suspected Event, log results as an MOR on the drop down menu of the electronic Facility Log, 7230-4.

d. Remember to offer ATSAP to involved employees.

e. If needed, follow laminated Services Rendered Telephone (SRT) Conference Checklist located on EOR/MOR Safety Event Checklist clipboard also located in file organizer next to ERIDS (reverse side of Known Accident Checklist).

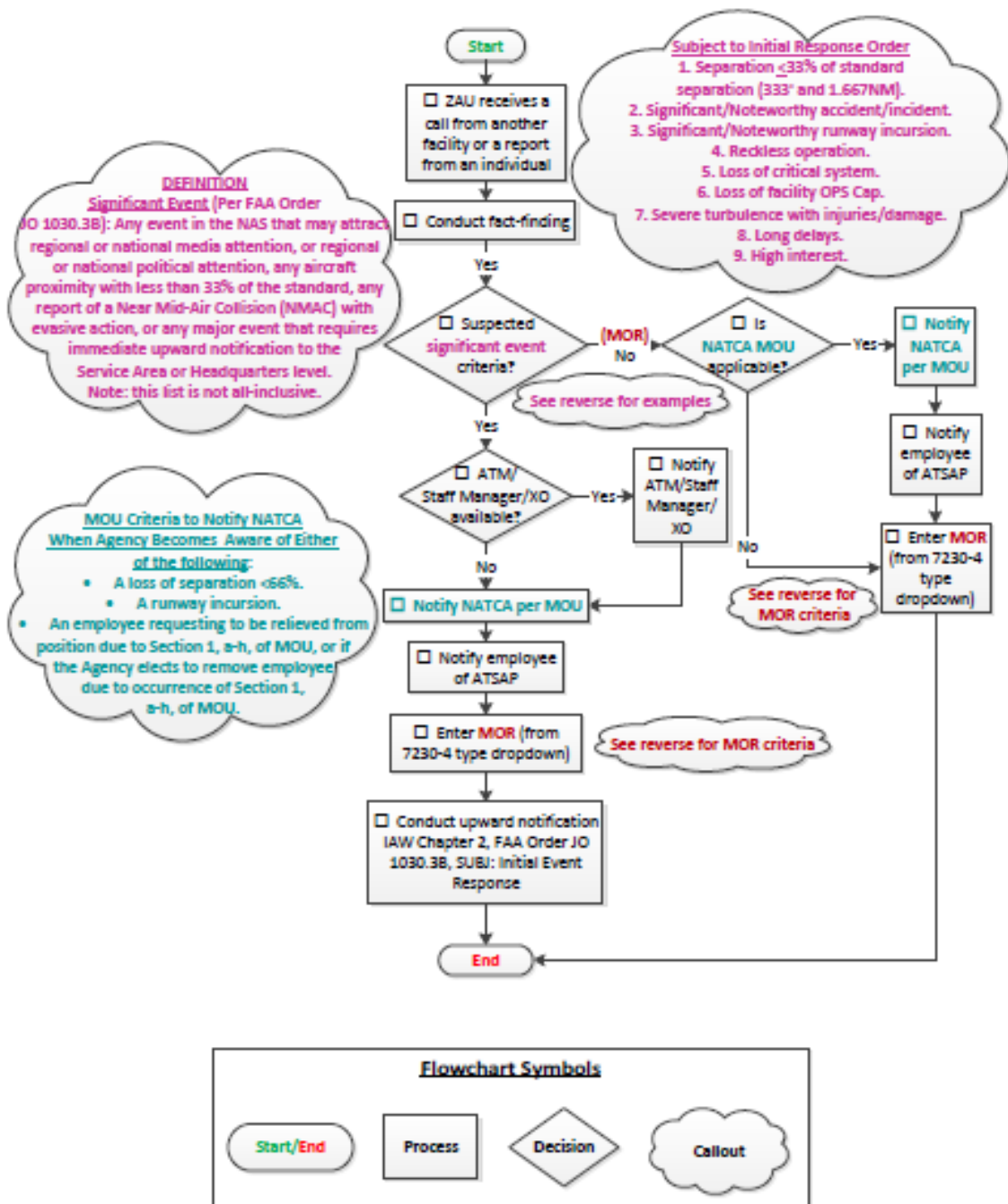


Fig. 2-4-1



Fig. 2-4-2

2-4-15. Special Use and Emergency Frequency RCAG Site Locations.

- a. 121.5 (BDF, BRL, DEC, IKK, LAF, SBN, ZAU)
- b. 243.0 (QHZ, QDV, BDF, GSH, ZAU, AWG, FEP)
- c. 279.525 (MKE, QHU)

2-4-16. Emergency Airport Information Patch (AI) Legend.

Example: GREATER-KANK IKK IKK
 629 H59/04-22*L*123.00
 IKK ILS AWOS 111.6

LINE 1: Airport name; Airport identification; FSS.

LINE 2: Elevation - 1 to 4 digits in feet.
 Runway surface - "H" for hard or "S" for soft.
 Runway length - 2 or 3 digits in hundreds of feet.
 Runway direction - and reciprocal runway, in tens of degrees.
 Lighting indicator - (optional)'L' for lighting available or 'L' for lighting available on request.
 PCL frequency - pilot controlled lighting frequency.+

LINE 3: NAVAID serving airport - NAVAID indent followed by the type of NAVAID serving the airport.
 ASOS/AWOS Indicator - "AWOS".
 AWOS Frequency - 3 digits, decimal point, 3 digits.

2-4-17. Single - Letter Facility Handoff Identifiers.

<u>ARTCCs</u>	<u>ATCTs</u>					
Minneapolis - P	C90 - O	Champaign - W	Volk - X			
Cleveland - C	Milwaukee - M	Grand Rapids - G	Toledo - T			
Indianapolis- I	Fort Wayne - F	Madison - D	Lansing - L			
Kansas City - K	South Bend - S	Muskegon - N	Springfield - J			
	Peoria - B	Waterloo - A	Indianapolis - V			
	Moline - Q	Des Moines - E	Rockford - R			
	Kalamazoo - Z	Cedar Rapids - H				
	Grissom - U	Green Bay - Y				

2-4-18. Monitoring of Beacon Code 4000. Chicago ARTCC positions of operation which contain a Military Operations Area (MOA), Air Traffic Control Assigned Airspace (ATCAA), restricted area, warning area or VR route within or immediately adjacent to their area of jurisdiction, shall insert into the code list and monitor code 4000, and any other code used within the above areas.

2-4-19. Entry of Reported Altitude Information on Non-Mode C Aircraft. Control personnel shall enter the reported altitudes on non-mode C equipped aircraft or aircraft with malfunctioning Mode C transponders as follows:

- a. Whenever an aircraft reaches its assigned altitude.
- b. Whenever an aircraft levels off at an altitude, other than the final assigned, and will operate for a period of time in level flight.
- c. For transitioning (climbing or descending) aircraft at least:
 - (1) Below FL180 - at least every 5,000 feet.
 - (2) FL180 and above - at least every 10,000 feet.
 - (3) When an aircraft transits an altitude stratum between sectors or between approach control and sectors, enter a reported altitude showing that the aircraft has vacated the other sectors' altitude.

2-4-20. Pre-Arranged Coordination Procedures. Pre-arranged coordination procedures (i.e., departure climb corridors and arrival descent areas) are not usable when radar is not available or when full data blocks are not displayable.

2-4-21. Status Information Areas (SIA) Responsibilities. The SIA is a combination of informational sources where sector status information (e.g., equipment, frequencies, etc.) can be recorded and displayed. These areas may consist of, but are not limited to, sector horse collars, facility information posted in the strip bays or writing tablets at the sector.

The sector controllers shall be responsible for maintaining the accuracy of information posted in the sector SIA.

2-4-22. NAS Operational Policy.

The current official operational policy for the NAS System is:

- a. To the greatest extent possible, the NAS System will remain operational. The system will be taken down only when necessary. Necessary downtime includes:
 - (1) Hardware maintenance or repairs by Technical Operations.
 - (2) Hardware upgrades or modifications.
 - (3) National chart date changes.
 - (4) Internal sector changes/restructuring.

(5) Route changes that effect our sectors/approach controls.

(6) Software patches that prevent unscheduled outages or fix operational problems.

b. Coordination with appropriate personnel will always be accomplished prior to system shutdown to ensure that no existing or anticipated circumstances warrant keeping the system operational.

2-4-23. Operations Manager Checklist for Catastrophic Failure. This checklist is to be used as a guideline associated with major system failures at Chicago ARTCC. This will provide the OMIC with a broad outline of actions to be taken. It is impossible to cover every contingency, however, this will provide a basic format to follow:

Upon being made aware of a major component failure or a catastrophic failure of equipment at Chicago ARTCC, the OMIC will:

a. Ensure that all control personnel, Operations Supervisors and Operations Managers are called to the control room floor to provide assistance.

b. During administrative hours and days, request Support Managers and Staff Support Specialists to report to the control room.

c. Determine the extent of the outage:

(1) The capabilities of the facility to continue to provide services.

(2) The level of restrictions to be imposed on traffic.

(3) Reason for the outage.

d. Assign administrative or additional support personnel to the following liaison positions.

(1) Support Manager Airspace and Procedures Office to the NAS Operations Manager (NOM) position.

(2) Automation Manager to focal all automation software problems.

(3) Other Operations Managers to open phone bridge with all effected facilities.

In the event that the identified personnel, above, are not available; assign available Operations Managers, Operations Supervisors or experienced personnel to these positions.

Coordinate the recovery of the facility in a safe and orderly fashion, or implement Chicago ARTCC Emergency Operations Plan (Contingency Plan, etc.) if necessary.

2-4-24. EBUS Transition Checklist

Utilize the checklist [Fig. 2-4-3] in the event of a NAS RDP processing problem.

EBUS TRANSITION CHECKLIST

OPERATIONS MANAGER IN CHARGE:

(REFER TO OMIC BINDER FOR ADDITIONAL INFORMATION)

- **CONTACT THE NAS OPERATIONS MANAGER TO ASCERTAIN THE EXTENT OF THE PROBLEM, PROJECTED IMPACT TO THE CONTROL FLOOR AND ANTICIPATED DURATION OF THE OUTAGE.**
- **MAKE THE DECISION TO TRANSITION THE FACILITY TO THE EBUS SYSTEM AND WHEN NAS IS RETURNED TO OPERATION, MAKE THE DECISION TO TRANSITION THE FACILITY TO NAS.**
- **COORDINATE WITH THE OPERATIONS SUPERVISORS AND THE TRAFFIC MANAGEMENT UNIT AS TO THE EXTENT OF THE PROBLEM, IMPACT TO THE CONTROL FLOOR AND ANTICIPATED DURATION OF THE OUTAGE.**

OPERATIONS SUPERVISOR IN CHARGE:

- **INSTRUCT THE CONTROLLERS TO TRANSITION TO EBUS (NOTE: IN THE EVENT OF AN UNPLANNED NAS SHUTDOWN, THE CONTROLLERS MAY HAVE TRANSITIONED TO EBUS PRIOR TO THIS NOTIFICATION).**
- **COORDINATE WITH THE CONTROLLERS IN THE RESPECTIVE AREA AS TO THE EXTENT OF THE PROBLEM, IMPACT TO THE OPERATION AND ANTICIPATED DURATION OF THE OUTAGE.**
- **ENSURE CONTROLLERS REMAIN ON EBUS UNTIL ADVISED TO TRANSITION BACK TO NAS.**
- **DETERMINE WHICH MODE OF EBUS THE SYSTEM IS OPERATING UNDER.**

ATCS:

- **SELECT EBUS DISPLAY AND REMAIN ON EBUS UNTIL DIRECTED TO RETURN TO NAS BY THE OSIC.**
- **DETERMINE WHICH MODE OF EBUS THE SYSTEM IS OPERATING UNDER.**
- **ENSURE CORRELATION OF EDST AND/OR MARKED STRIPS INFORMATION WITH THE DISPLAY OF APPROPRIATE DATA BLOCKS.**
- **NOTIFY ADJACENT FACILITIES PER LETTERS OF AGREEMENT.**

Fig. 2-4-3

2-4-25. Transfer of Position Responsibility.

a. When the VSCS/VTABS system is operational, all position relief briefings must be recorded.

(1) The briefing must be conducted in accordance with FAAO 7110.65, Appendix D.

(2) The relieving specialist must make a statement to the specialist being relieved indicating that position responsibility has been assumed. Both specialists must state their operating initials.

2-4-26. Duty Familiarization and the Transfer of Position Responsibility.

a. Requirements. The following positions require pre-duty familiarization at Chicago Center. Each of the positions has a detailed checklist posted/displayed at the sectors/operating positions. These may be graphically displayed or presented on a computer generated display. Positions requiring pre-duty familiarization are:

(1) Operations Manager-In-Charge (Chapter 19. Appendix H).

(2) Operations Supervisor-In-Charge (Chapter 19. Appendix I).

(3) Traffic Management Unit (Chapter 19. Appendix J).

(4) Flight Data Communications Specialist (Chapter 19. Appendix K).

(5) Radar Controller/Hand off Controller, Radar Associate Controller (Chapter 19. Appendix L).

NOTE: Pre-duty familiarization includes the requirement that all operational personnel, prior to working their first control position of their duty day, must view and listen to the recorded Center Weather Service Unit (CWSU) briefing, when available. Viewing this briefing does not eliminate the responsibility to get a complete position relief briefing (including weather) when assuming a control position.

2-4-27. Format of Independant Data Blocks.

a. If for any reason, a controller is unable to display an actual ERAM generated data block on a particular point out aircraft, the controller may initiate a data block independent of the ERAM system. The format of these independent data blocks shall be, as a minimum, as follows:

(1) Aircraft's call sign or a replica of the call sign.

(2) Interim altitude or assigned altitude if interim altitude is not being used.

(3) Reported altitude.

2-4-28. Special Use Airspace Restriction/Denial. The Chicago ARTCC Special Use Airspace Restriction/Denial Form (ZAU Form 7110.2) shall be completed any time that Air Traffic Control Assigned Airspace (ATCAA) is denied or restricted in any way. In addition, the Supervisory Traffic Management Coordinator (STMC) shall be involved in all decisions to restrict access to the ATCAA(s). The Operations Manager in Charge (OMIC) must approve ATCAA restriction/denial.

When Air Traffic Controlled Assigned Airspace (ATCAA) is to be denied, restricted or curtailed in any way, the following procedures shall be completed:

a. The Operations Supervisor in Charge (OSIC) initiating the request for denial/restriction of the ATCAA shall coordinate the request with the STMC, providing detailed justification for the restriction/denial request (e.g., traffic, weather, turbulence, etc.), utilizing ZAU Form 7110.2 (See Fig. 2-4-4). Copies of ZAU Form 7110.2 shall be available in the Airspace and Procedures Office and on the Chicago Center KSN Site.

b. If feasible, the STMC shall implement Traffic Management initiatives (including the rerouting of traffic) to allow unrestricted access to the ATCAA. Should the STMC concur with the request for ATCAA denial/restriction, it shall be noted on ZAU Form 7110.2, and forwarded to the OMIC for approval.

c. ZAU Form 7110.2 shall be completed in full and submitted to the OMIC for approval, prior to denial or restriction of the ATCAA. The form shall be forwarded to the Airspace and Procedures Office for tracking after approval.

2-4-29. Procedures for Providing Approach Control Services at Uncontrolled Airports.

a. A flight progress strip shall be posted in the flight strip bay for all aircraft arriving and departing an uncontrolled airport where non-radar procedures are applied.

b. A departure message shall be entered into ERAM at the time the initial clearance is issued to the departure aircraft.

c. The assigned beacon code shall be verified when establishing radar contact with the departure aircraft.

d. Coordination with adjacent sectors or facilities shall be accomplished prior to issuing a clearance to a departure at airports within five (5) minutes flying time to a sector/facility boundary.

SAMPLE ZAU 7110.2, Special Use Airspace Denial Form

Special Use Airspace Denial Form

NOTE: When Air Traffic Control Assigned Airspace (ATCAA) is to be denied, restricted or curtailed in any way, this form shall be completed in full and submitted to the Operations Manager in Charge for approval.

Date: 9/9/08 Time (ZULU): 1830z

OSIC: Mr. Amin Charge

STMC (concurrency required): Ms. I. M. Too

Name of Airspace: Hilltop A & B MOA/ATCAA

Mission Call Sign: Stinger II

Use Was: Denied _____ Restricted X _____ Curtailed _____

Airspace Requested: (include times and altitudes): _____
Hilltop A & B MOA/ATCAA 100 to FL340
1900-2100z

Airspace Released (include times and altitudes): _____
Hilltop A&B MOA/ATCAA 100 to FL340
1900-2100z

Reason for Denial/Restriction (please provide specific details): _____
Numerous PIREPS reporting moderate turbulence between
BVT and FWA VORTACs, at and above FL330

Additional Comments: Widespread severe thunderstorms across ZAU and ZID
prevent the reroute of traffic to allow airspace use above FL290

OMIC approval (required): I. M. Boss

ZAU Form 7110.2 (9/28/09)

Fig. 2-4-4

2-4-30. Time Based Flow Management (TBFM)**a. The OSIC/CIC shall:**

- (1) Ensure sectors using TBFM display schedule information on the MDM.
- (2) Ensure sector personnel comply with TBFM initiatives as appropriate.
- (3) Coordinate deviations from metering procedures with the STMC/TMCIC.

b. The Sector Controller shall:

- (1) Display TBFM schedule information from one or more of the following sources:
 - (a) Meter list from the MRP View
 - (b) STA in the range data block
 - (c) DCT in the range data block

NOTE: West Area sectors shall display the DCT in the range data block when TBFM is being used.

(2) Ensure time based metered aircraft are metered to zero (+/- 1 minute) at the TBFM meter reference point or as specified below.

(a) West Area sectors - Deliver a delay value of no more than 2 minutes to the Northwest area sectors.

(3) Maintain accurate metering sequence. Update the meter list in the MRP View to reflect the sequence of track-controlled aircraft within your sector as necessary.

NOTE: A method to re-sequence aircraft that are not under your track control is to notify the OS/CIC of the desired order. The OS/CIC will coordinate with the TMU to update the meter list to reflect the desired order.

(4) Ensure that the FLM/CIC is made aware of any changes to the metering plan initiated by ZMP.

(5) Ensure that if any aircraft is suppressed from the meter list, coordination is accomplished with the next sector and the FLM/CIC is notified.

2-4-31. Reporting Automation Issues/Change Requests.

a. When automation issues are encountered involving ERAM/DSR-EDST/TBFM/ECG-EBUS, report the event on the ZAU Automation Trouble Report form. For Automation Change Requests or Automation Enhancements, these requests shall be completed using the Airspace and Procedures Request Form. (See Figure 2-4-5). The Airspace and Procedures Request Form shall be routed through the Area OMIC and Area NATCA representative for signature then be forwarded to the Airspace and Procedures Office for processing.

b. Trouble Reports shall be routed through the Area OS subsequently through the OMIC for validation, who in turn, may forward the form to Airspace and Procedures for analysis.

2-4-32. Headset Usage.

a. Air Traffic Control Specialists shall:

(1) Ensure their headset is physically available while working in the control room.

(2) Wear their headset with the speaker keys in the headset position as follows.

(a) Radar, Radar Associate, and Radar Handoff positions from 0700 to 2000 local on a daily basis.

(b) When OJT is being conducted or when there is an operational/safety advantage.

b. Operations Supervisors / Operations Managers may direct the use of a headset when there is an operational/safety advantage.

2-4-33. Procedures for Medevac Flight Aircraft Landing in the Chicago or Milwaukee Metro Area.

Coordination is required between the Chicago Center TMU and C90/MKE on all Medevac flights landing in the Chicago or Milwaukee Metropolitan Area. This coordination shall, at a minimum, include the required routing and the altitude of the aircraft for entry into approach airspace.

a. The first area within Chicago Center to establish radio communications with a Medevac aircraft landing in the Chicago or Milwaukee Metropolitan Area shall be responsible for coordination with the TMU for required routing to intended destination. This route shall be issued as soon as operationally feasible by the sector in communication with the flight when the route is received from TMU.

b. The initial Area OS shall coordinate all information with appropriate adjacent area FLMs.

c. Upon receipt of the handoff, the last ZAU sector shall verify all information with the appropriate facility.

2-4-34. ERAM LOCAL INTERIM ALTITUDE FOR AIRCRAFT EXITING CHICAGO ARTCC TO AN ADJACENT ARTCC

Local Interim Altitude (LIA) shall only be used for aircraft exiting Chicago ARTCC to an adjacent ARTCC.

Figure 2-4-5
Automation Issue/Change Request

Instructions: complete the information requested below with as much detail as possible. Write "N/A" if the information requested does not apply. Use back if more space is needed.

AIRSPACE & PROCEDURES REQUEST <small>(Complete items 1 through 7. Clearance Record will be issued for all substantive proposed changes.)</small>				<small>(Airspace Office Use)</small> AR #
<input type="checkbox"/> AIRSPACE Modification <input type="checkbox"/> Arrival or Departure PROCEDURE <input type="checkbox"/> ROUTE Modification <input type="checkbox"/> Automation: APR AAR ADR ADAR RADAR MAP RESTRICTION <input type="checkbox"/> LOA <input type="checkbox"/> SOP <input type="checkbox"/> OTHER: Description: _____				Received
1. DATE:	2. ORIGINATING AREA or OFFICE:	3. MANAGER (2 nd Level): <small>(Name & Initials)</small>	4. REPRESENTATIVE (Area): <small>(Name & Initials)</small>	
5. REQUEST: <input type="checkbox"/> INVESTIGATE <input type="checkbox"/> ADD <input type="checkbox"/> MODIFY <input type="checkbox"/> DELETE				
6. DESCRIPTION: <small>(Describe <u>current</u> and <u>proposed</u> state. Attach any supporting documents. Send electronic documents via email.)</small> _____ _____ _____ _____ _____				
7. REASON / JUSTIFICATION: <small>(Describe <u>reason</u> for request and <u>benefit</u> to be gained.)</small> _____ _____ _____				
8. SIGNATURES: <div style="display: flex; justify-content: space-between;"> <div> _____ <i>Manager (2nd Level)</i> </div> <div> _____ <i>NATCA Representative (Area)</i> </div> </div>				
8a. REQUIRED ACTIONS: <div style="display: flex;"> <div style="flex: 1;"> LOA SOP SRM CMAP Training (Specify) _____ </div> <div style="flex: 1; border-left: 1px solid black; padding-left: 5px;"> Automation (Specify) TYPE _____ AIMS # _____ </div> </div>			8b. REQUIRED COORDINATION: CR _____ Due _____ KSN Entry Section _____ <small>(After CR clears)</small> Other Offices or Facilities _____	
9a. AIRSPACE SPECIALIST :			9b. AREA POC:	
10. DISPOSITION:				
11. DATE SCHEDULED:			12. DATE CLOSED:	

Airspace Request Form Ver 6.0

2-4-35. Waiver to Requirements for Use of Interim Altitudes.

Requirements. Pursuant to the provisions of FAAO 7110.65, the sectors below are authorized to eliminate the use of interim altitudes for specific aircraft departing from either Chicago or Milwaukee Approach Controls and equipped with an operating Mode C altitude encoding transponder when handing off to an overlying sector, as specified.

Low Altitude Sectors. Departures, as specified below, requesting FL240 or above, and cleared to FL230, are not required to display an interim altitude of FL230. Interim altitudes shall be entered on these aircraft for any assigned altitude other than FL230. Whenever Mode C altitude information is either not available or is unreliable, enter reported altitudes in the computer as required by FAAO 7110.65.

High Altitude Sectors. Aircraft, as specified below, requesting an altitude above the sector stratification, and cleared to the top altitude of the sector, are not required to display an interim altitude. Interim altitudes shall be entered on these aircraft for any assigned altitude other than the top altitude of the sector. Whenever Mode C altitude information is either not available or is unreliable, enter reported altitudes in the computer as required by FAAO 7110.65.

a. Low Altitude Sectors:

- (1) NEWTT (43) Chicago Approach Control departures only
- (2) EON (44) Chicago Approach Control departures only
- (3) HARLY (62) Chicago & Milwaukee Approach Control departures only
- (4) MALTA (77) Chicago Approach Control departures only
- (5) CRIBB (81) Chicago Approach Control departures only
- (6) SWEET (82) Chicago Approach Control departures only

b. High Altitude Sectors:

- (1) BVT (46) Chicago Approach Control departures that are assigned FL300 are not required to display an interim altitude.
- (2) BAE (60) Chicago & Milwaukee Approach Control departures only
- (3) COTON (75) Chicago & Milwaukee Approach Control departures only
- (4) ELX (88) Chicago Approach Control departures only
- (5) GIJ (89) Chicago Approach Control departures only
- (6) HAWKS (92) Chicago Approach Control departures only. Only applies between HAWKS (92) and IOW (94). Does not apply between HAWKS (92) and ARL (76)

2-4-36. Distribution of Notices to Airmen (NOTAMS).

a. NOTAM Distribution. FDCS must monitor ERIDS and the Aeronautical Information System Replacement (AIS-R) NOTAM on a regular basis and perform the following functions:

(1) Forward applicable NOTAMs to affected area(s) within ZAU. If unsure of affected area(s) seek direction from the STMC/TMCIC of the Traffic Management Unit or the OMIC when the Traffic Management Unit is closed.

(2) Ensure that all NOTAM cancellations are disseminated as appropriate.

(3) After forwarding applicable NOTAMs, select all NOTAMs on the Manage Messages page and mark as processed.

(4) Call affected facilities and relay FDC NOTAM information. Obtain recipients operating initials and file a copy in Flight Data. Fax NOTAM if necessary.

(5) Manually forward any NOTAMs containing a Temporary Flight Restriction (TFR) to the OMIC.

b. OMIC Responsibilities. Log NOTAMs involving TFRs in the Daily Record of Facility Operations Log (FAA Form 7230-4) as required by FAA Order 7210.3. When consulted, assist FDCS concerning distribution of NOTAMs as appropriate.

c. Contingency. In the event of an ERIDS outage the following procedures must be followed.

(1) FDCS must:

(a) Ensure a current copy of the published Notices to Airmen, Domestic/International is available to the OMIC.

(b) Print and deliver Area Collectives to the OMIC.

(c) Print Area/OMIC Collectives from the AIS-R three times daily (6am, 2pm, and 9pm) and deliver to the OMIC prior to the next hour.

(d) Call affected facilities regarding FDC NOTAMs applicable to airports inside approach control airspace. Fax NOTAMs if necessary.

(e) Monitor AIS-R for NOTAMs affecting ZAU's area of responsibility.

(f) Upon receipt of a FDC NOTAM or cancellation:

1 Make one photocopy.

2 Deliver original to the OMIC and obtain signature on one photocopy.

3 Retain signed copy at Flight Data position.

(g) Upon receiving D NOTAMs and cancellations via AIS-R:

1 Make one copy and deliver to the Traffic Management Unit.

(2) OMIC must:

(a) Sign photocopies to acknowledge receipt of FDC NOTAMs.

(b) Forward FDC NOTAMs to the affected operational area.

(c) Ensure distribution of Area Collectives to the appropriate operations area once each shift.

(d) Ensure Operations Supervisors have verified area NOTAMs using the collective at least once per shift and document on Daily Record of Facility Operations Log (FAA Form 7230-4).

(e) The OMIC must coordinate ERIDS outages and return to service with all areas, TMU, FDCCS and ESOC.

(3) Traffic Management Unit must screen any D NOTAMs received from FDCCS and send a general information (GI) message containing the pertinent NOTAMs to the affected area(s). GI messages shall be generated only for those airports for which Chicago ARTCC provides approach control service (full or part time).

(4) FLM/CIC must:

(a) Screen NOTAMs received and inform appropriate sectors of pertinent information.

(b) Ensure NOTAMs are posted and maintained at appropriate position(s).

(c) Verify area NOTAMs using the Area Collective at least once per shift and document on area log.

(d) The FLM/CIC must coordinate ERIDS outages and return to service with all sectors.

d. NOTAM mapping and filtering via ERIDS/AISR.

(1) The Planning and Requirements Office must maintain accurate ERIDS mapping and filtering.

(2) The Airspace and Procedures Office must maintain accurate AIS-R filtering.

2-4-37. GENOT Handling.

- a.** The Flight Data Communications Specialist shall:
 - (1) Log receipt and distribution of the message.
 - (2) Prepare three copies of the message and distribute one to each of the following:
 - (a) Enroute System Operation Center (ESOC), National Airspace System Manager (NAS)
 - (b) Operations Manager-in-Charge
 - (c) Airspace and Procedures Office
 - (3) Ensure that the message is faxed to the appropriate terminal district.
- b.** The Operations Manager-in-Charge, during non-administrative hours, shall:
 - (1) Review the GENOT message to determine if immediate action is needed and ensure the action is completed.
- c.** The Airspace and Procedures Office, during administrative hours, shall:
 - (1) Forward a copy to the office of primary interest for necessary action if required.
 - (2) Log and track GENOT messages accordingly.

2-4-38. Facility Briefing Program.

- a.** Requirements. The following briefing items will be disseminated and recorded through CEDAR:
 - (1) URGENT: Urgent items are required to be verbally briefed or read and initialed prior to taking an operational position.
 - (2) MANDATORY: Mandatory items are required to be read and initialed once per shift.
 - (3) INFORMATIONAL: Information items are for informational purposes only.
 - (4) DAILY BRIEFING: Daily briefing items are required to be viewed at the M-F daily briefings per scheduled cycles and initialed for accordingly.
- b.** Procedures.

(1) The originating office shall determine the appropriate distribution and the classification of the correspondence (Urgent, Mandatory, Informational, & Daily Briefing). The current versions of FAA Order 3120.4, Air Traffic Technical Training and FAA Order 7210.3, Facility Operation and Administration may be used as reference guides. Briefing Requests shall be sent to Program Support Assistants or Management Program Analysts through the service request tool on the ZAU KSN Site. The completed sheet shall be sent to the Program Support Assistants through the PSA Service Request on the KSN site along with the correspondence as an attachment. Specific requirements shall also be noted on the correspondence (example: classification and due date if appropriate). For proficiency training, indicate on the correspondence the expected time needed to complete the briefing and whether it is refresher or supplemental.

(2) The Program Support Assistants in the Resource Management Office shall populate CEDAR, insert the item, and indicate as an Urgent, Mandatory, Informational, or Daily.

(3) A tracking number shall be assigned by the Program Support Assistants when initiating Urgent, Mandatory, Informational, or Daily Briefing correspondence and maintain a tracking system for these items. Daily briefing items will be numbered sequentially as administered.

(4) When an Urgent briefing item is issued, the Program Support Assistants shall distribute a written notification to the affected areas informing them of an Urgent briefing item in CEDAR.

(5) Once all personnel have initialed for a required Urgent or Mandatory item, or the information is no longer valid, the item will be removed from CEDAR. These items will be viewable in the briefing archive.

(6) Information items will be dropped from CEDAR after a period of thirty days. These items will be viewable in the information archive after the thirty-day parameter.

(7) Managers and supervisors shall ensure employee attendance at daily briefings during the administered cycle.

(8) Managers and supervisors shall ensure appropriate administration of all Urgent and Mandatory briefing items per the above requirements.

(9) All employees are required to attend all assigned daily briefings and utilize CEDAR per the above requirements.

(10) When individuals return from extended absences, they must initial all required briefing items upon their return.

c. System Failure Instructions. In an event of a system failure with CEDAR, initial sheets will be generated and copies of the correspondence distributed to all of the affected areas.

Chapter 3. SECTOR PROCEDURES

Section 1. GENERAL

Chicago ARTCC's airspace is divided into eight (8) Areas of Specialization, the Northeast Area, the East Area, the Southeast Area, the South Area, the Southwest Area, the West Area, the North Area and the Northwest Area. These Areas are subdivided into operational sectors. Each sector has a specifically defined lateral and vertical limit. Chapters 4 through 11 define required sector procedures and area restrictions for maintaining a safe and efficient operation.

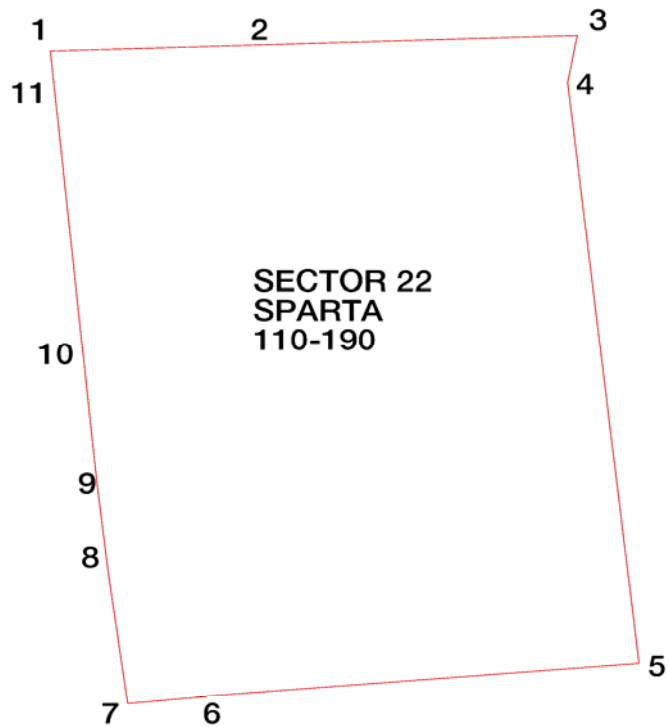
Section 2. Sector Definitions

3-2-1. SPARTA (22)

a. LAT/LONGs.

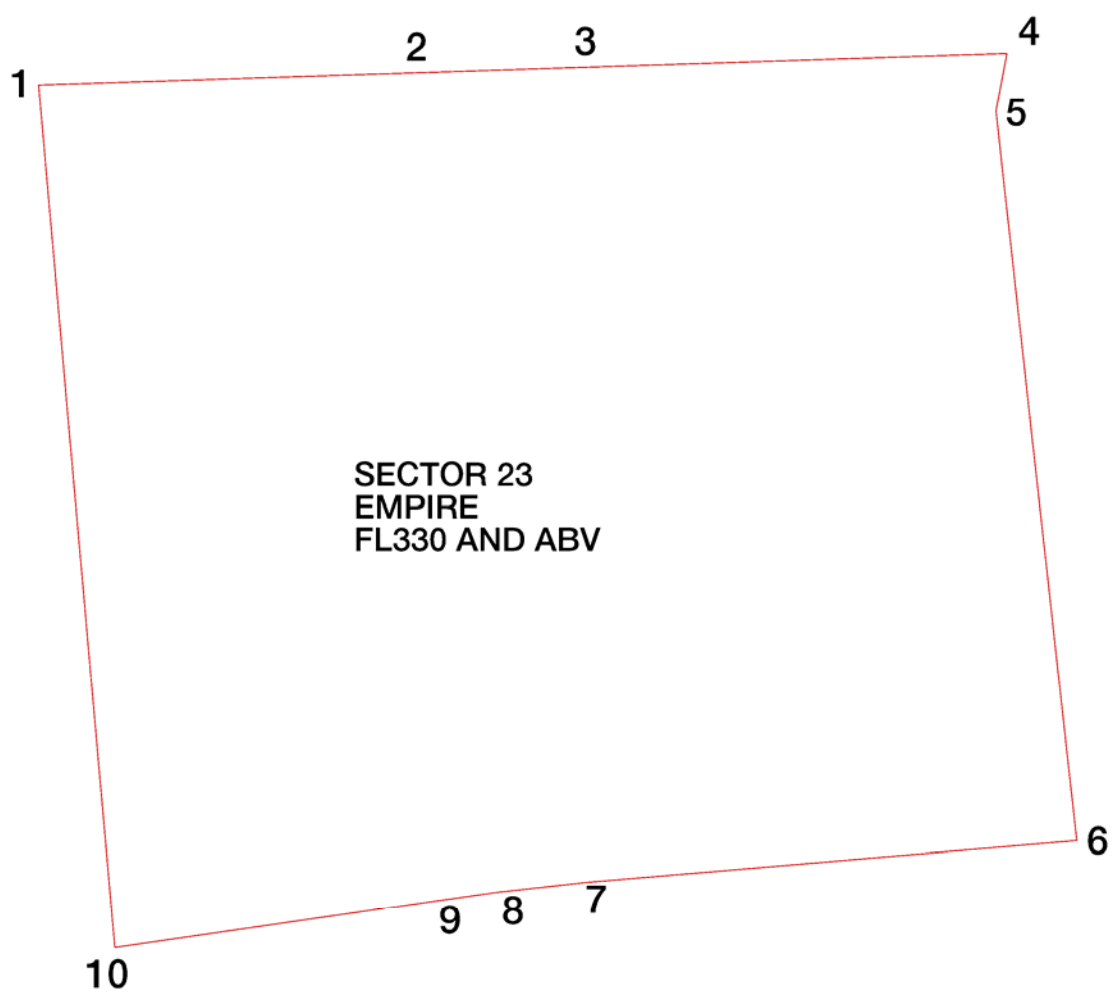
1	43390400N 086130000W	2	43374100N 085443000W	3	43351200N 084574900W
4	43300000N 085000000W	5	42222600N 085000000W	6	42232000N 086005000W
7	42231400N 086120100W	8	42372700N 086124400W	9	42482000N 086130000W
10	43014000N 086130000W	11	43340000N 086130000W		

b. Depiction (keyed to LAT/LONGs).



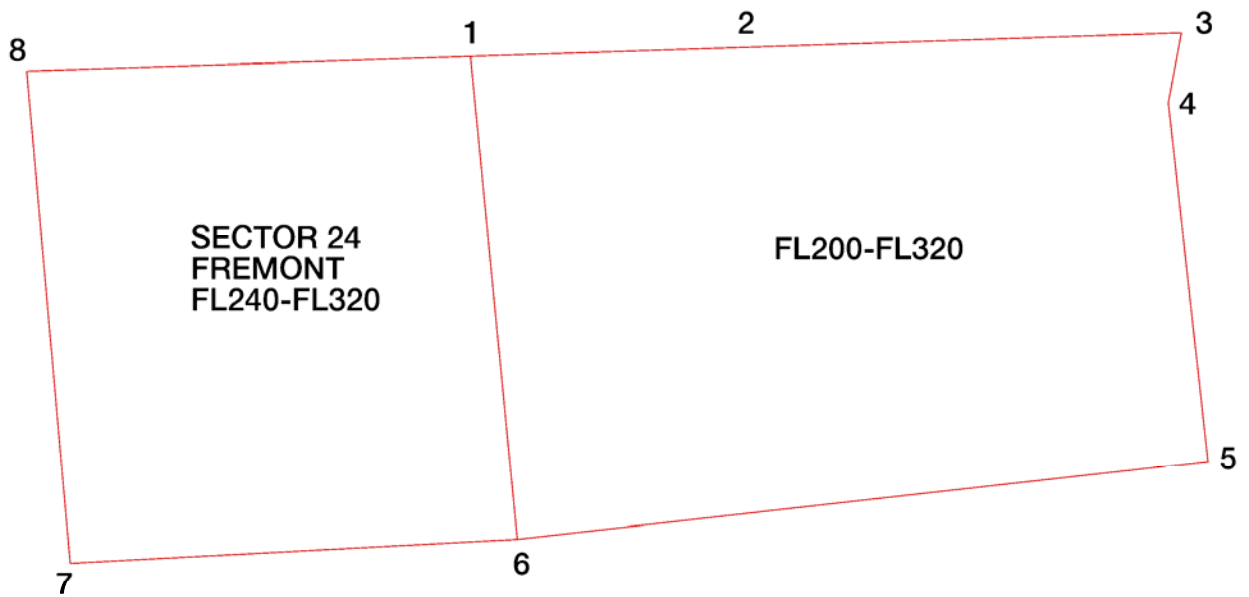
3-2-2. EMPIRE (23)**a LAT/LONGs.**

1	43410600N	0870000000W	2	43390400N	0861300000W	3	43374100N	0854430000W
4	43351200N	0845749000W	5	43300000N	0850000000W	6	42222600N	0850000000W
7	42232000N	0860050000W	8	42231400N	0861201000W	9	42230000N	0861900000W
10	42212500N	0870000000W						

b Depiction (keyed to LAT/LONGs).

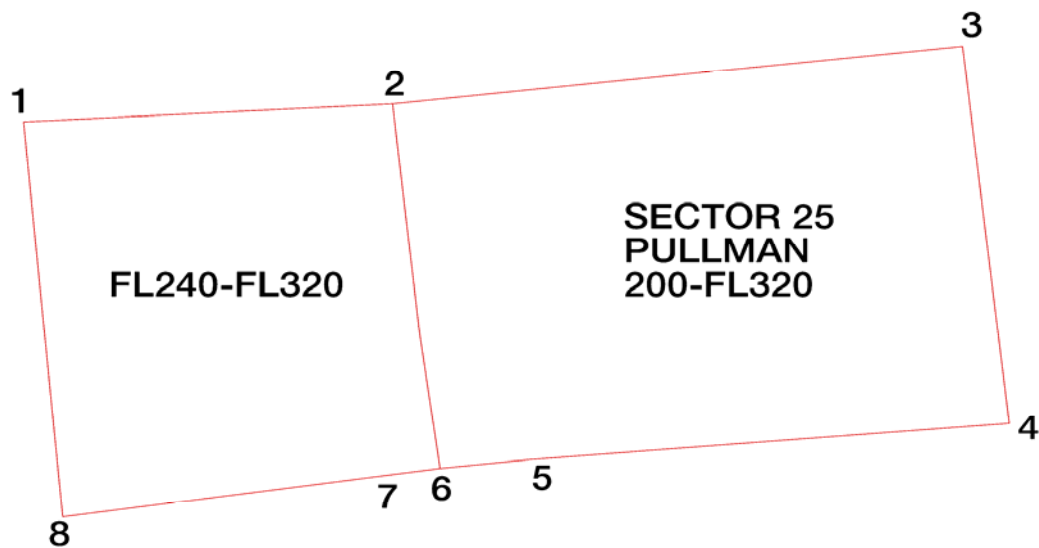
3-2-3. FREMONT (24)**a LAT/LONGs.**

1	43390400N	086130000W	2	43374100N	085443000W	3	43351200N	084574900W
4	43300000N	085000000W	5	43021000N	085000000W	6	43014000N	086130000W
7	43030000N	087000000W	8	43410600N	087000000W			

b Depiction (keyed to LAT/LONGs).

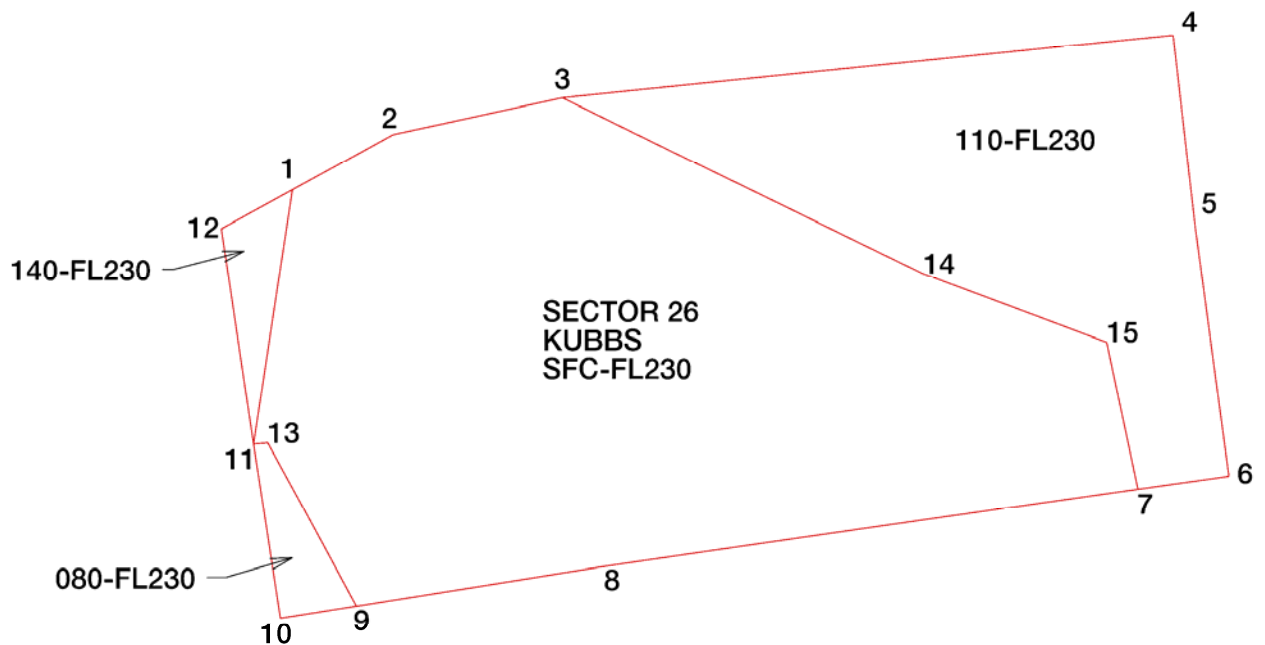
3-2-4. PULLMAN (25)**a LAT/LONGs.**

1	43030000N 0870000000W	2	43014000N 0861300000W	3	43021000N 0850000000W
4	42222600N 0850000000W	5	42232000N 0860050000W	6	42231400N 086120100W
7	42230000N 0861900000W	8	42212500N 0870000000W		

b Depiction (keyed to LAT/LONGs).

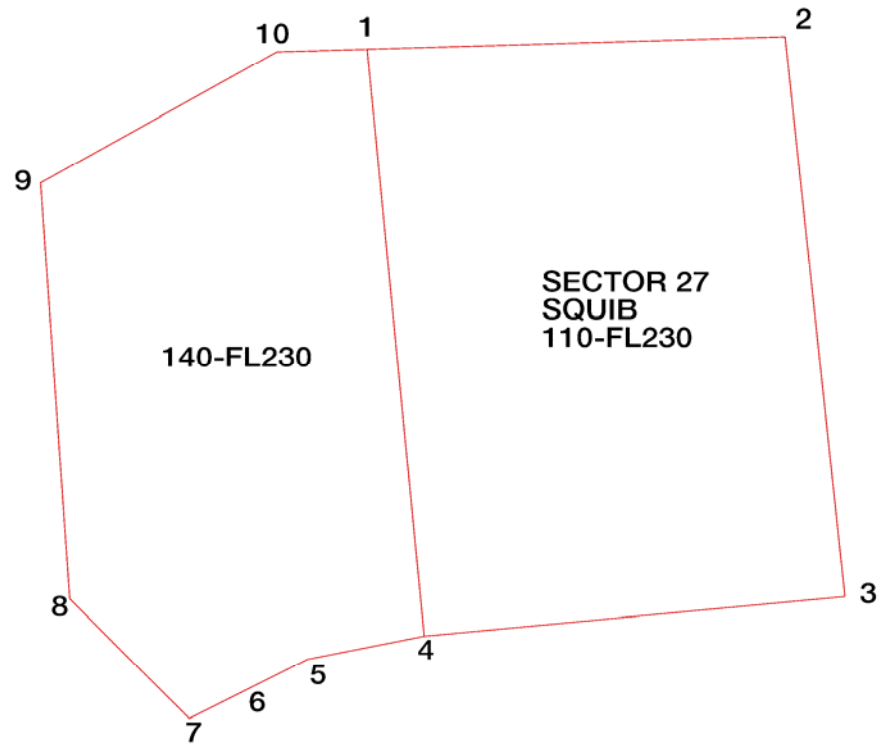
3-2-5. KUBBS (26)**a LAT/LONGs.**

1	42440800N	087211100W	2	42464600N	087130900W	3	42480000N	087000000W
4	42482000N	086130000W	5	42372700N	086124400W	6	42231400N	086120100W
7	42230000N	086190000W	8	42212500N	087000000W	9	42202400N	087190000W
10	42200500N	087245000W	11	42300000N	087254600W	12	42421600N	087265100W
13	42300000N	087244100W	14	42361500N	086334500W	15	42312600N	086201800W

b Depiction (keyed to LAT/LONGs).

3-2-6. SQUIB (27)**a LAT/LONGs.**

1	43410600N	087000000W	2	43390400N	086130000W	3	42482000N	086130000W
4	42480000N	087000000W	5	42464600N	087130900W	6	42440800N	087211100W
7	42421600N	087265100W	8	42534600N	087385400W	9	43312000N	087380000W
10	43413000N	087101000W						

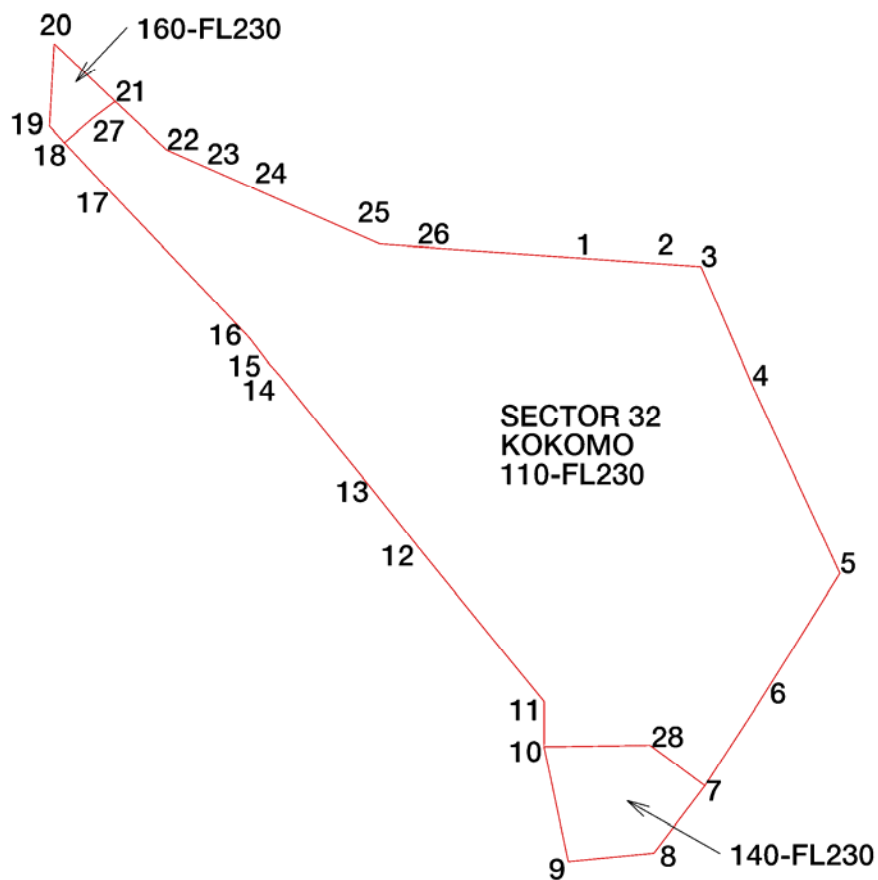
b Depiction (keyed to LAT/LONGs).

3-2-7. KOKOMO (32)

a LAT/LONGs.

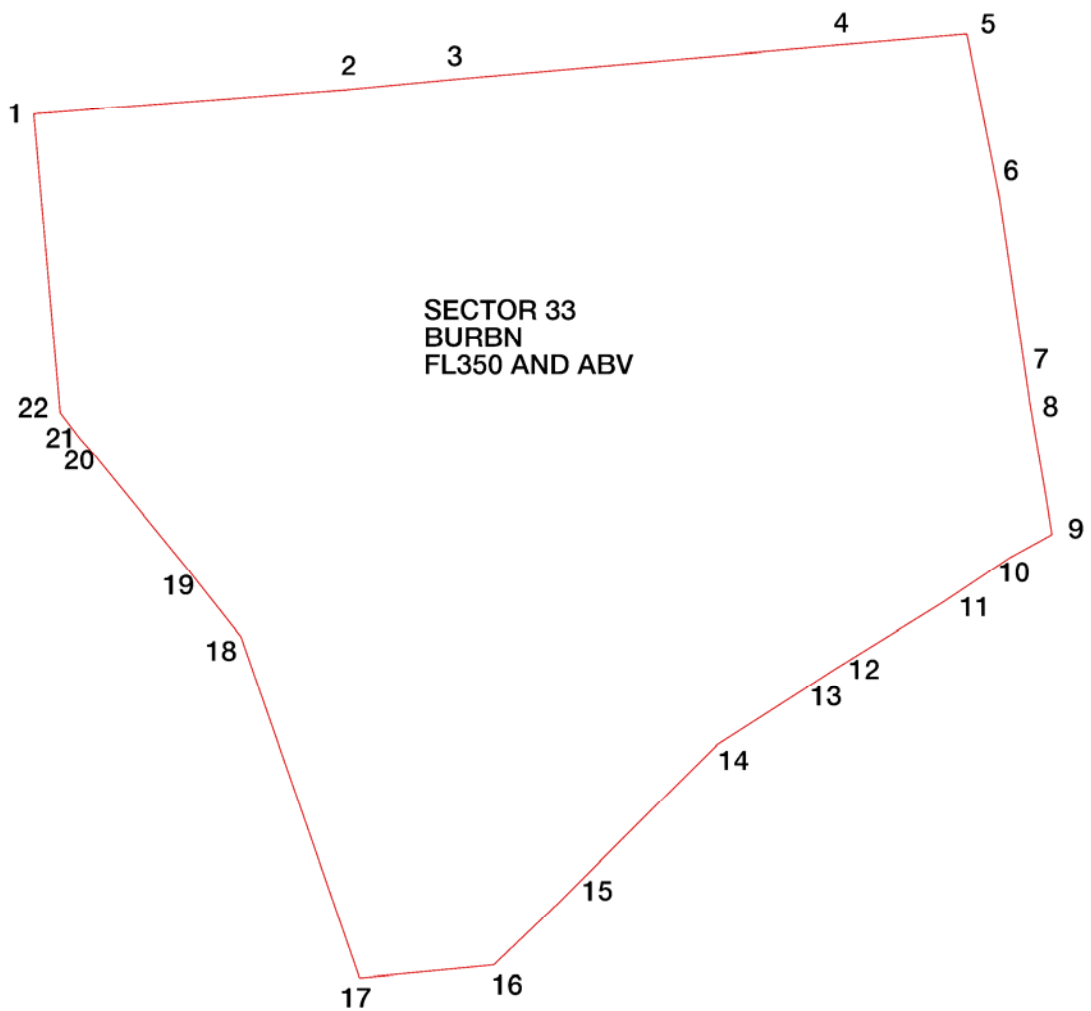
1	41093308N	086070333W	2	41081300N	085564400W	3	41072000N	085500000W
4	40530000N	085440000W	5	40301000N	085334100W	6	40161500N	085475100W
7	40071000N	085572000W	8	40000000N	086060000W	9	40000000N	086190000W
10	40133000N	086210000W	11	40184500N	086200000W	12	40380000N	086371200W
13	40450800N	086431800W	14	40591100N	086554300W	15	41010000N	086573000W
16	41040000N	087000000W	17	41225000N	087195000W	18	41283000N	087254700W
19	41303200N	087275200W	20	41400200N	087260500W	21	41324500N	087172700W
22	41264100N	087101100W	23	41255169N	087081207W	24	41222700N	087000000W
25	41133300N	086384700W	26	41132686N	086375731W	27	41310000N	087210000W
28	40123000N	086050000W						

b Depiction (keyed to LAT/LONGs).



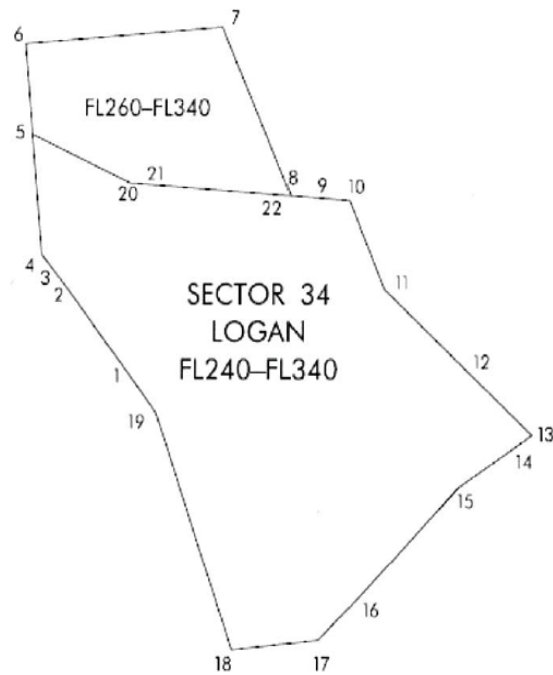
3-2-8. BURBN (33)**a LAT/LONGs.**

1	41363000N	087000000W	2	41360000N	086150000W	3	41355900N	085591800W
4	41352100N	085033500W	5	41350000N	084450000W	6	41170000N	084430000W
7	40543000N	084420000W	8	40444000N	084411600W	9	40400000N	084410000W
10	40380000N	084472000W	11	40340000N	084573000W	12	40280000N	085140000W
13	40260000N	085190000W	14	40211500N	085313000W	15	40060000N	085560000W
16	40000000N	086060000W	17	40000000N	086250000W	18	40380000N	086371200W
19	40450800N	086431800W	20	40591100N	086554300W	21	41010000N	086573000W
22	41040000N	087000000W						

b Depiction (keyed to LAT/LONGs).

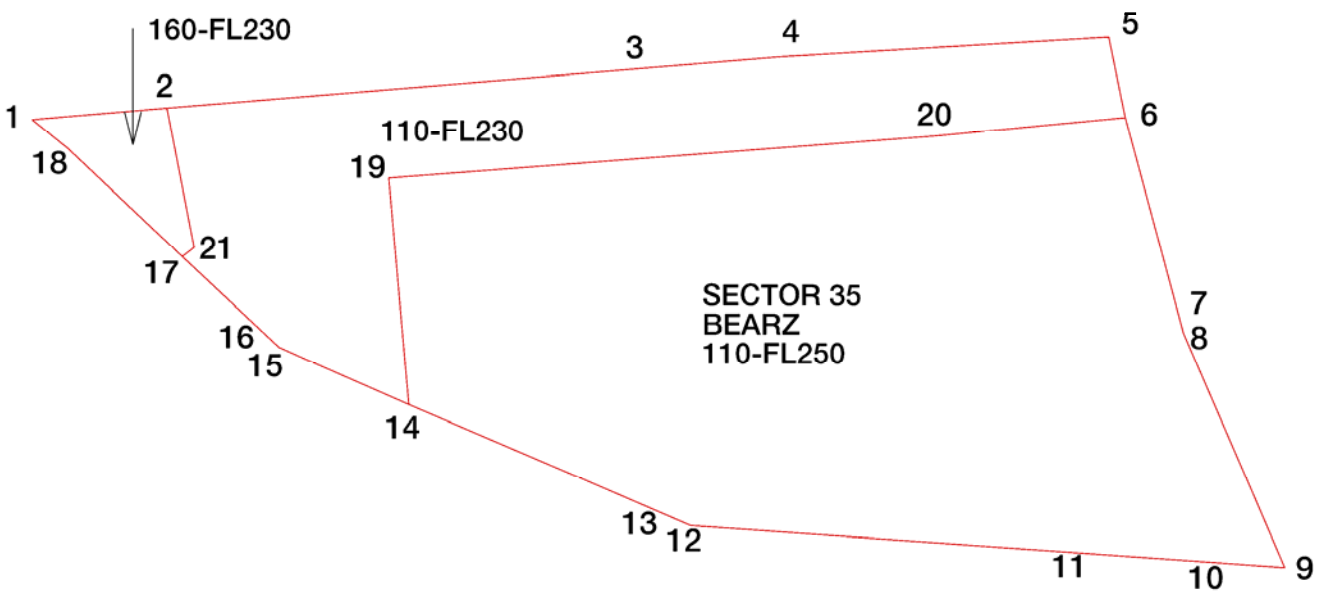
3-2-9. LOGAN (34)**a LAT/LONGs.**

1	40450800N	086431800W	2	40591100N	086554300W	3	41010000N	086573000W
4	41040000N	087000000W	5	41222700N	087000000W	6	41363000N	087000000W
7	41360000N	086150000W	8	41090000N	086030000W	9	41081300N	085564400W
10	41072000N	085500000W	11	40530000N	085440000W	12	40381500N	085261500W
13	40280000N	085140000W	14	40260000N	085190000W	15	40211500N	085313000W
16	40060000N	085560000W	17	40000000N	086060000W	18	40000000N	086250000W
19	40380000N	086371200W	20	41133000N	086384700W	21	41132686N	086375731W
22	41093308N	086070333W						

b Depiction (keyed to LAT/LONGs).

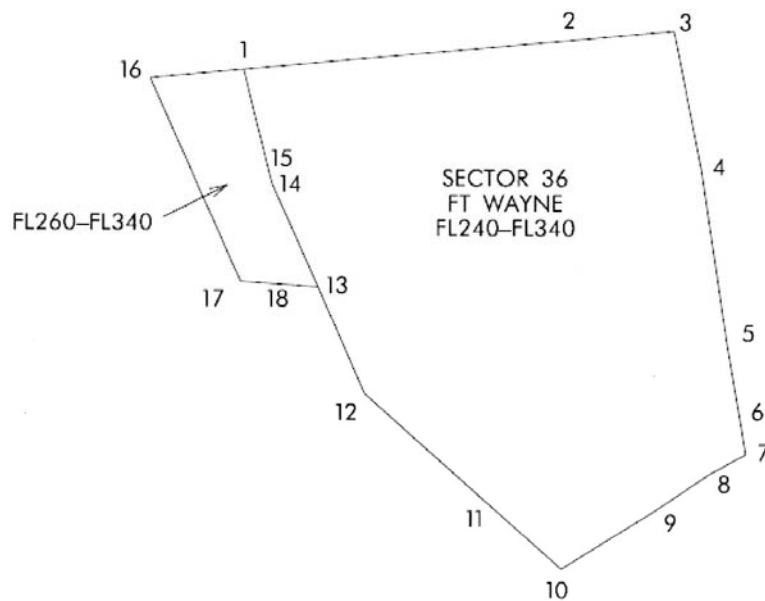
3-2-10. BEARZ (35)**a LAT/LONGs.**

1	41415900N 087284800W	2	41420000N 087174000W	3	41420000N 086390000W
4	41414500N 086270000W	5	41410000N 086000000W	6	41355900N 085591800W
7	41222372N 085561903W	8	41210600N 085560200W	9	41072000N 085500000W
10	41081300N 085564400W	11	41093308N 086070333W	12	41132686N 086375731W
13	41133300N 086384700W	14	41222700N 087000000W	15	41255169N 087081207W
16	41264100N 087101100W	17	41324500N 087172700W	18	41400200N 087260500W
19	41363000N 087000000W	20	41360000N 086150000W	21	41331500N 087162500W

b Depiction (keyed to LAT/LONGs).

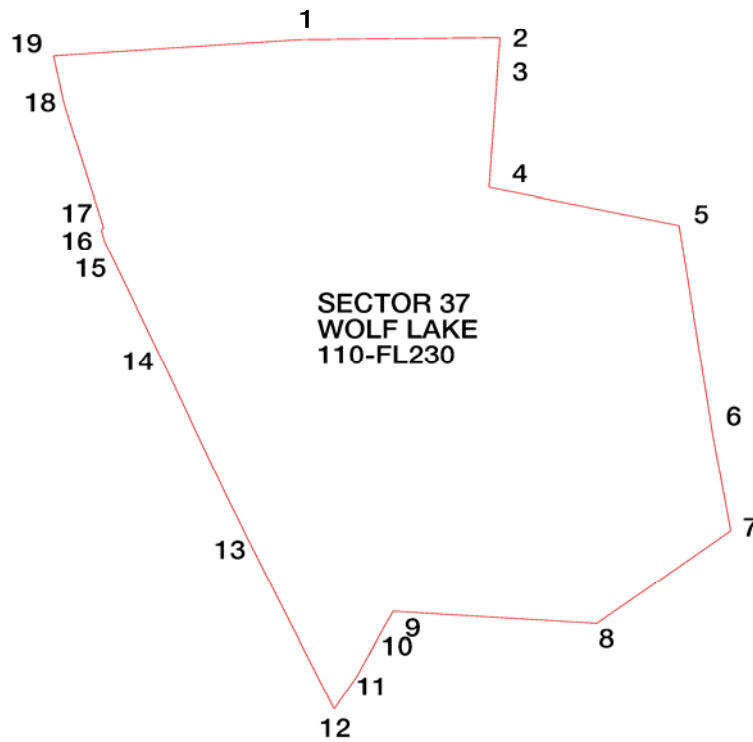
3-2-11. FORT WAYNE (36)**a LAT/LONGs.**

1	41355900N	085591800W	2	41352100N	085033500W	3	41350000N	084450000W
4	41170000N	084430000W	5	40543000N	084420000W	6	40444000N	084411600W
7	40400000N	084410000W	8	40380000N	084472000W	9	40340000N	084573000W
10	40280000N	085140000W	11	40381500N	085261500W	12	40530000N	085440000W
13	41072000N	085500000W	14	41210600N	085560200W	15	41222372N	085561903W
16	41360000N	086150000W	17	41090000N	086030000W	18	41081300N	085564400W

b Depiction (keyed to LAT/LONGs).

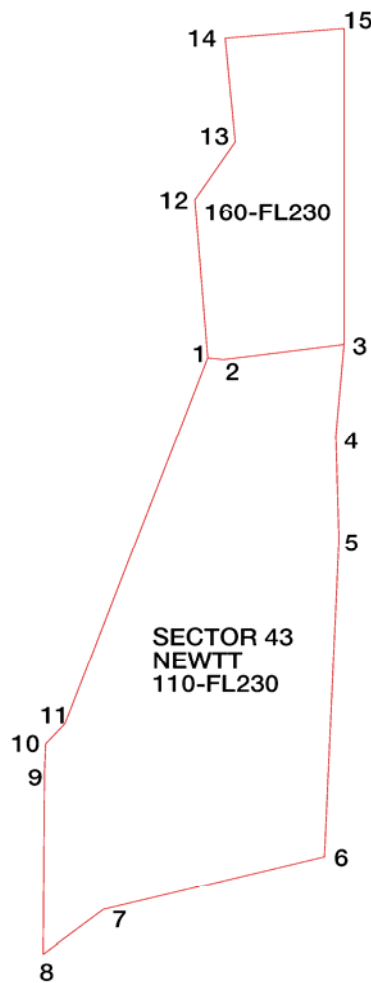
3-2-12. WOLF LAKE (37)**a LAT/LONGs.**

1	41401500N	085281500W	2	41382500N	085025000W	3	41352100N	085033500W
4	41230000N	085063000W	5	41170000N	084430000W	6	40543000N	084420000W
7	40444000N	084411600W	8	40362500N	084593100W	9	40394800N	085245200W
10	40381500N	085261500W	11	40333000N	085301500W	12	40301000N	085334100W
13	40530000N	085440000W	14	41072000N	085500000W	15	41210600N	085560200W
16	41222372N	085561903W	17	41224000N	085560000W	18	41355900N	085591800W
19	41410000N	086000000W						

b Depiction (keyed to LAT/LONGs).

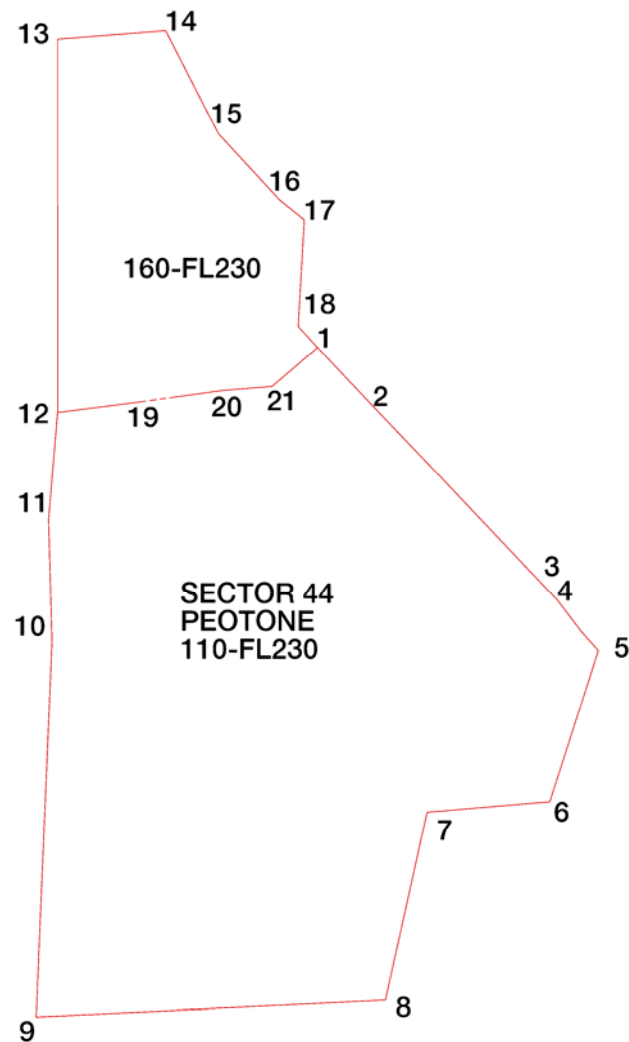
3-2-13. NEWTT (43)**a LAT/LONGs.**

1	41240800N	088150000W	2	41235000N	088130000W	3	41243100N	087571400W
4	41145800N	087591700W	5	41040000N	088000000W	6	40303000N	088051500W
7	40263000N	088340000W	8	40221200N	088420600W	9	40412100N	088401100W
10	40442600N	088394500W	11	40462600N	088370500W	12	41410200N	088150000W
13	41464800N	088090900W	14	41575200N	088092100W	15	41580000N	087534500W

b Depiction (keyed to LAT/LONGs).

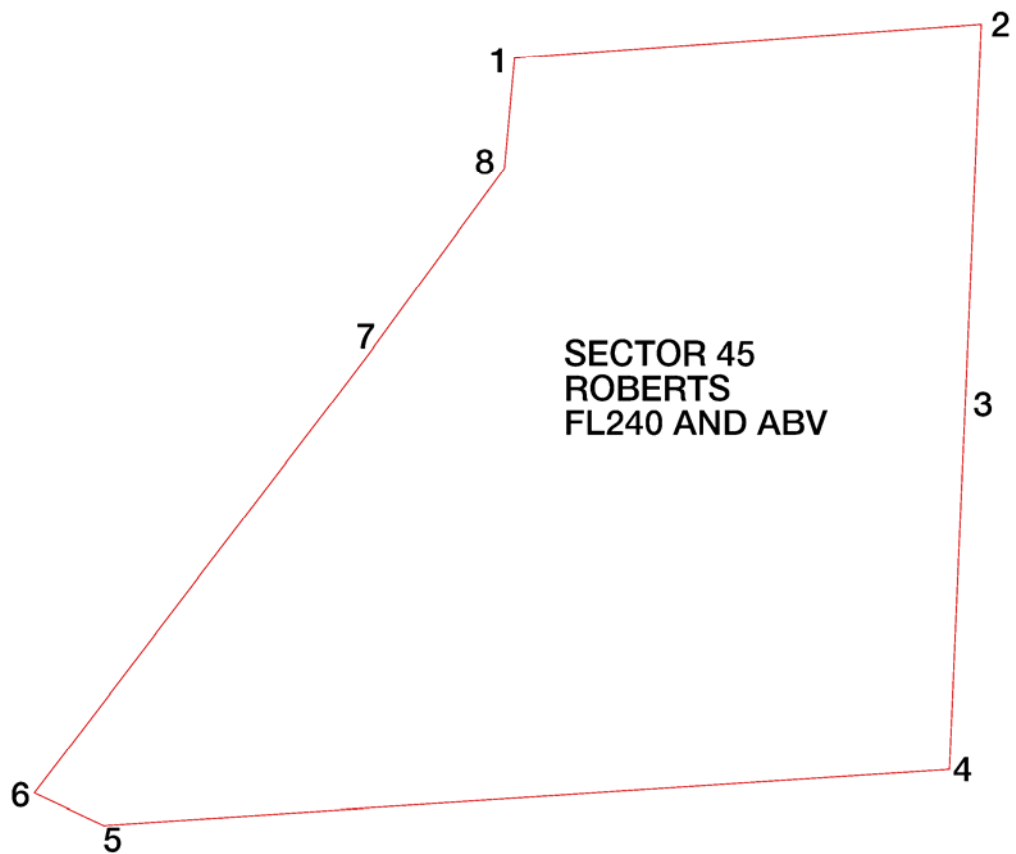
3-2-14. PEOTONE (44)**a LAT/LONGs.**

1	41283000N	087254700W	2	41225000N	087195000W	3	41040000N	087000000W
4	41010000N	086573000W	5	40591100N	086554300W	6	40460000N	087030000W
7	40460000N	087173000W	8	40293000N	087241500W	9	40303000N	088051500W
10	41040000N	088000000W	11	41145800N	087591700W	12	41243100N	087571400W
13	41580000N	087534500W	14	41580000N	087404500W	15	41482400N	087352700W
16	41415900N	087284800W	17	41400200N	087260500W	18	41303200N	087275200W
19	41245200N	087480300W	20	41252000N	087372000W	21	41253000N	087313400W

b Depiction (keyed to LAT/LONGs).

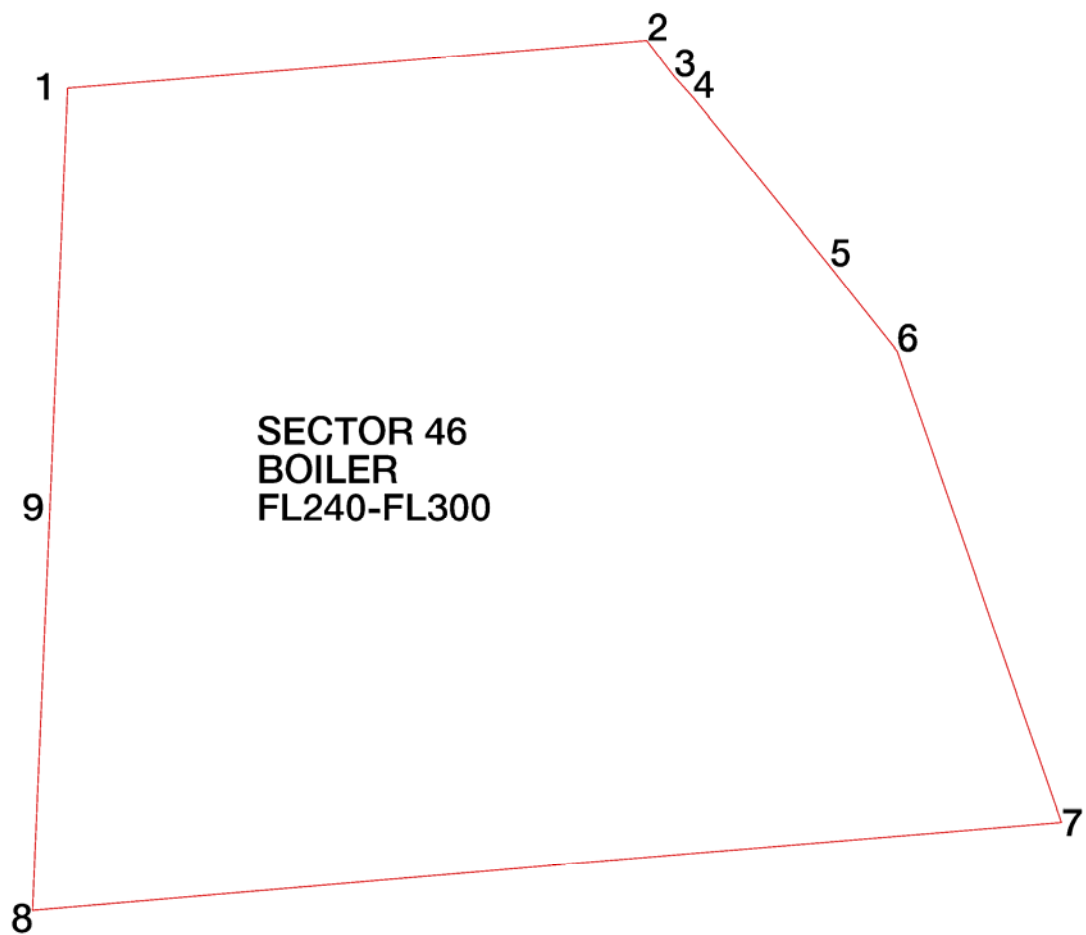
3-2-15. ROBERTS (45)**a LAT/LONGs.**

1	41040000N	088531500W	2	41040000N	088000000W	3	40303000N	088051500W
4	40000000N	088100000W	5	40000000N	089450000W	6	40030900N	089523300W
7	40391500N	089120000W	8	40543000N	088551500W			

b Depiction (keyed to LAT/LONGs).

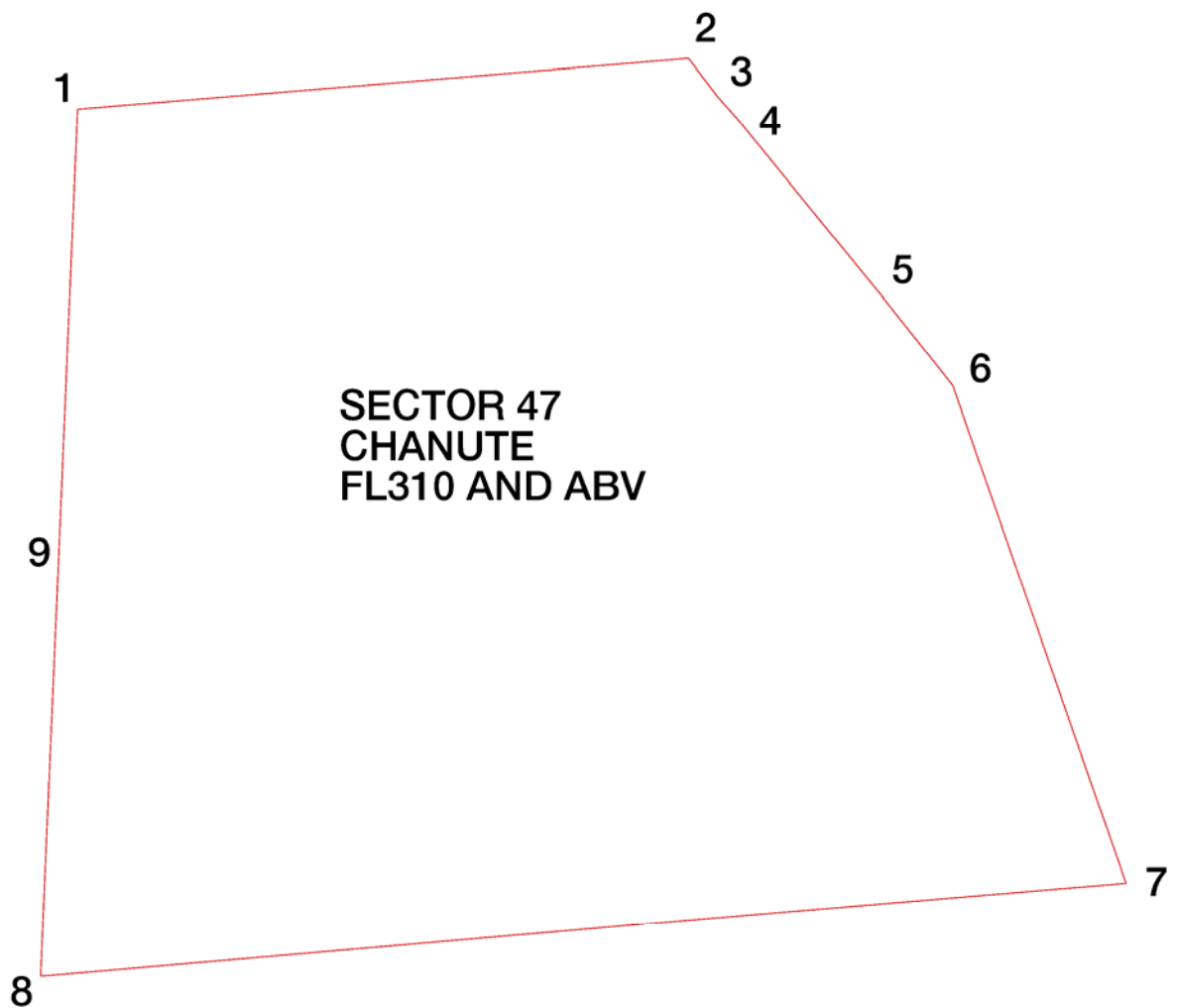
3-2-16. BOILER (46)**a LAT/LONGs.**

1	41040000N	088000000W	2	41040000N	087000000W	3	41010000N	086573000W
4	40591100N	086554300W	5	40450800N	086431800W	6	40380000N	086371200W
7	40000000N	086250000W	8	40000000N	088100000W	9	40303000N	088051500W

b Depiction (keyed to LAT/LONGs).

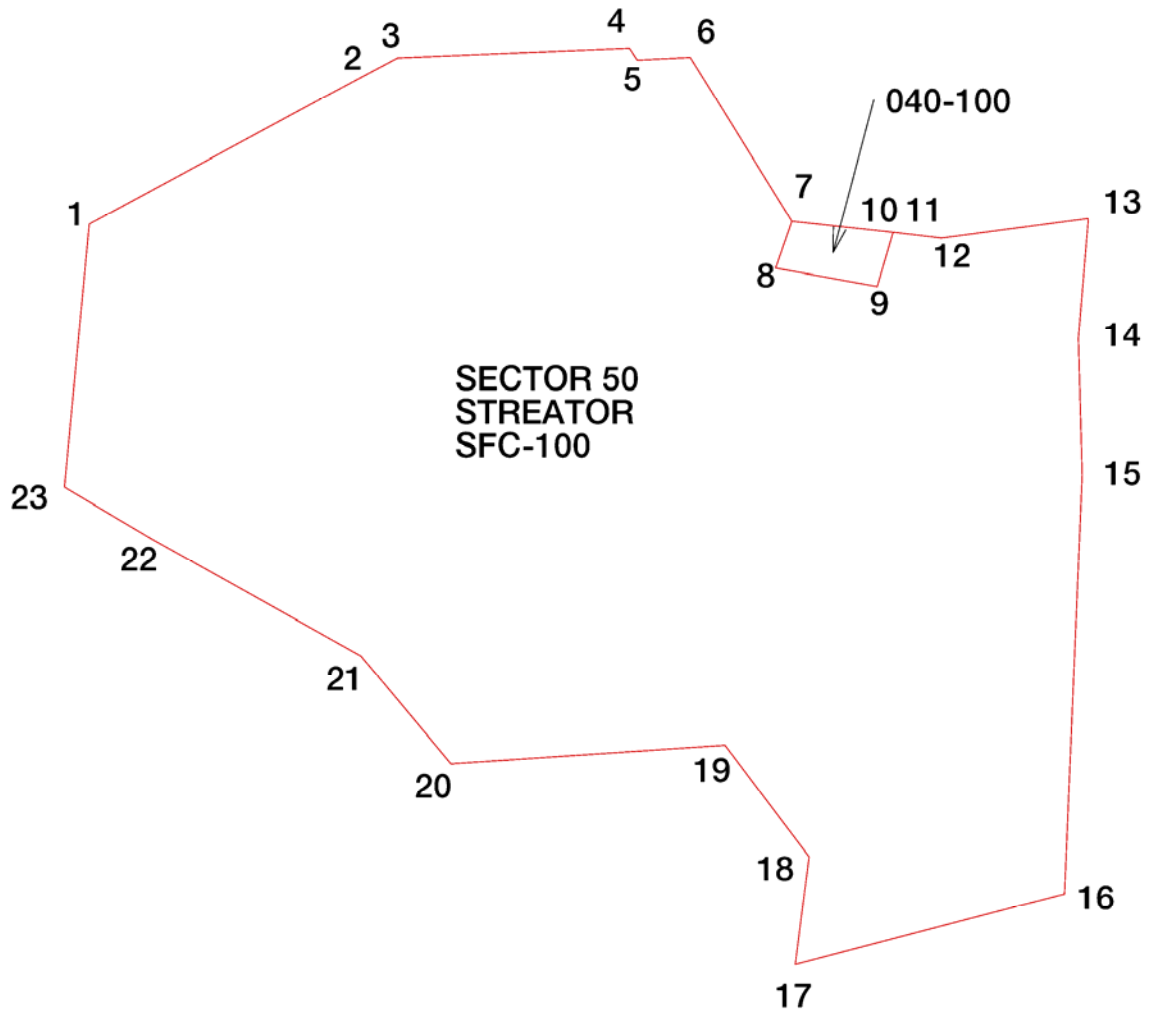
3-2-17. CHANUTE (47)**a LAT/LONGs.**

1	41040000N	088000000W	2	41040000N	087000000W	3	41010000N	086573000W
4	40591100N	086554300W	5	40450800N	086431800W	6	40380000N	086371200W
7	40000000N	086250000W	8	40000000N	088100000W	9	40303000N	088051500W

b Depiction (keyed to LAT/LONGs).

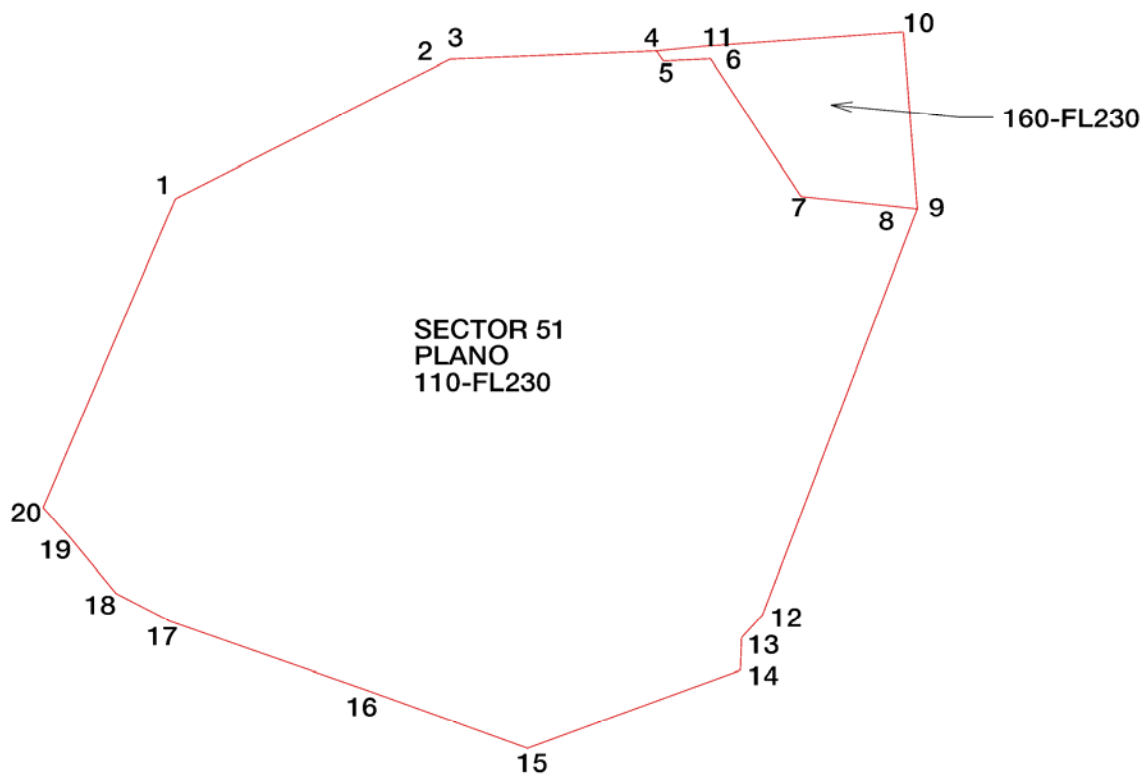
3-2-18. STREATOR (50)**a LAT/LONGs.**

1	41293000N	089433000W	2	41395800N	089132500W	3	41411700N	089093300W
4	41405000N	088444500W	5	41395000N	088440000W	6	41394500N	088382000W
7	41260400N	088284500W	8	41222400N	088305000W	9	41202000N	088201200W
10	41243500N	088180500W	11	41240800N	088150000W	12	41235000N	088130000W
13	41243100N	087571400W	14	41145800N	087591700W	15	41040000N	088000000W
16	40303000N	088051500W	17	40263000N	088340000W	18	40350000N	088314500W
19	40442600N	088394500W	20	40442600N	089084400W	21	40533000N	089173000W
22	41035700N	089385100W	23	41083000N	089474500W			

b Depiction (keyed to LAT/LONGs).

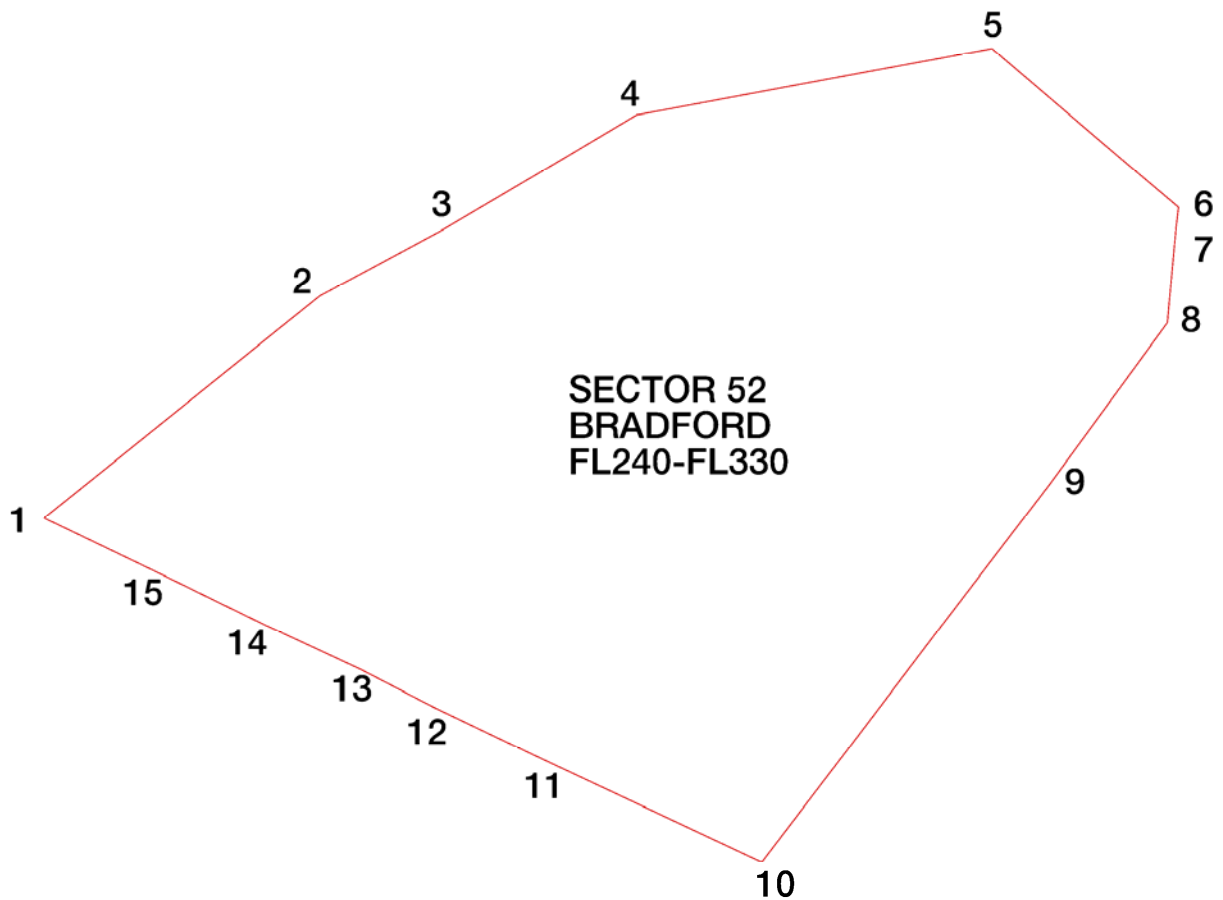
3-2-19. PLANO (51)**a LAT/LONGs.**

1	41293000N 089433000W	2	41395800N 089132500W	3	41411700N 089093300W
4	41405000N 088444500W	5	41395000N 088440000W	6	41394500N 088382000W
7	41260400N 088284500W	8	41243500N 088180500W	9	41240800N 088150000W
10	41410200N 088150000W	11	41405900N 088390800W	12	40462600N 088370500W
13	40442600N 088394500W	14	40412100N 088401100W	15	40351700N 089055700W
16	40414100N 089242800W	17	40491800N 089472100W	18	40521000N 089532500W
19	40574400N 089582800W	20	41004300N 090012800W		

b Depiction (keyed to LAT/LONGs).

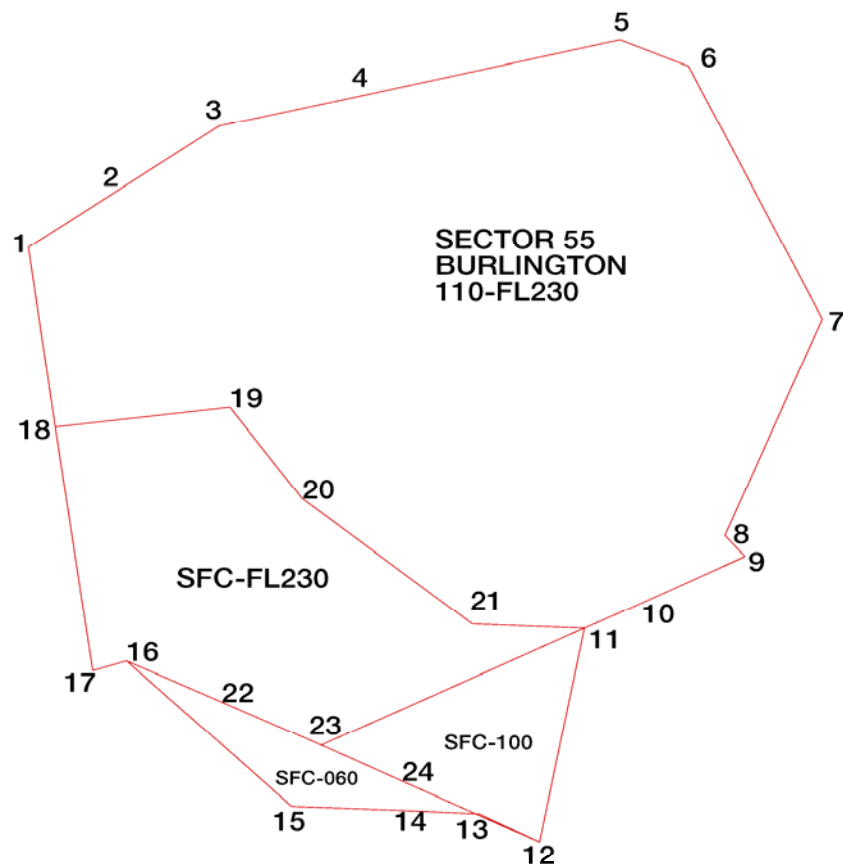
3-2-20. BRADFORD (52)**a LAT/LONGs.**

1	40410000N	091240000W	2	41020000N	090463000W	3	41080000N	090300000W
4	41183000N	090033000W	5	41230000N	089160000W	6	41060000N	088524500W
7	41040000N	088531500W	8	40543000N	088551500W	9	40391500N	089120000W
10	40030900N	089523300W	11	40143000N	090200000W	12	40202000N	090340500W
13	40242800N	090432700W	14	40292000N	090554000W	15	40343600N	091081700W

b Depiction (keyed to LAT/LONGs).

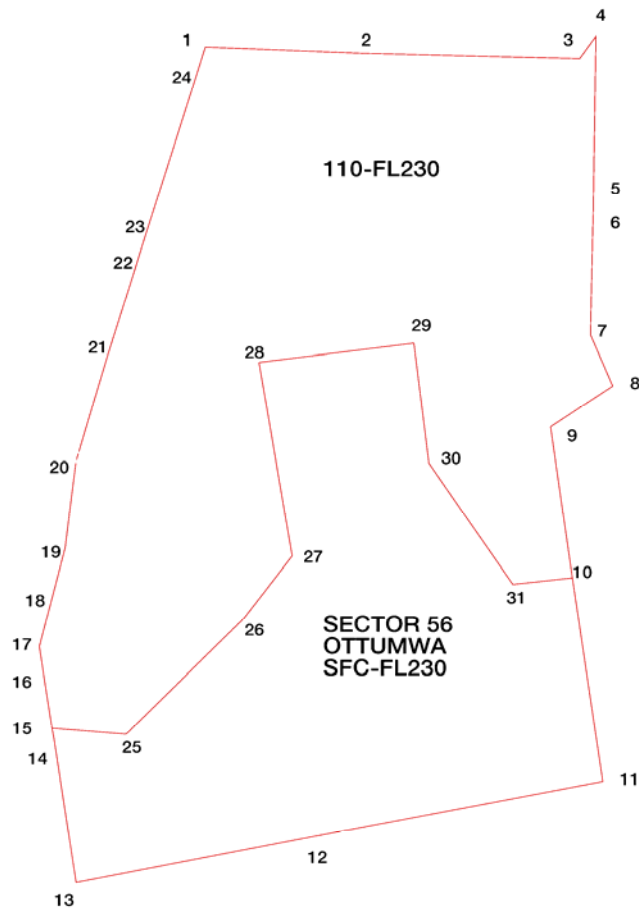
3-2-21. BURLINGTON (55)**a LAT/LONGs.**

1	41434500N	091521500W	2	41500200N	091392400W	3	41592100N	091201300W
4	42023800N	090573000W	5	42084500N	090134500W	6	42044500N	090024500W
7	41293000N	089433000W	8	41004300N	090012800W	9	40574400N	089582800W
10	40513300N	090171000W	11	40490000N	090250000W	12	40202000N	090340500W
13	40242800N	090432700W	14	40251500N	090540000W	15	40263000N	091133000W
16	40470000N	091390000W	17	40455000N	091443000W	18	41191000N	091490000W
19	41210000N	091203000W	20	41081500N	091093000W	21	40501500N	090430000W
22	40410000N	091240000W	23	40343600N	091081700W	24	40292000N	090554400W

b Depiction (keyed to LAT/LONGs).

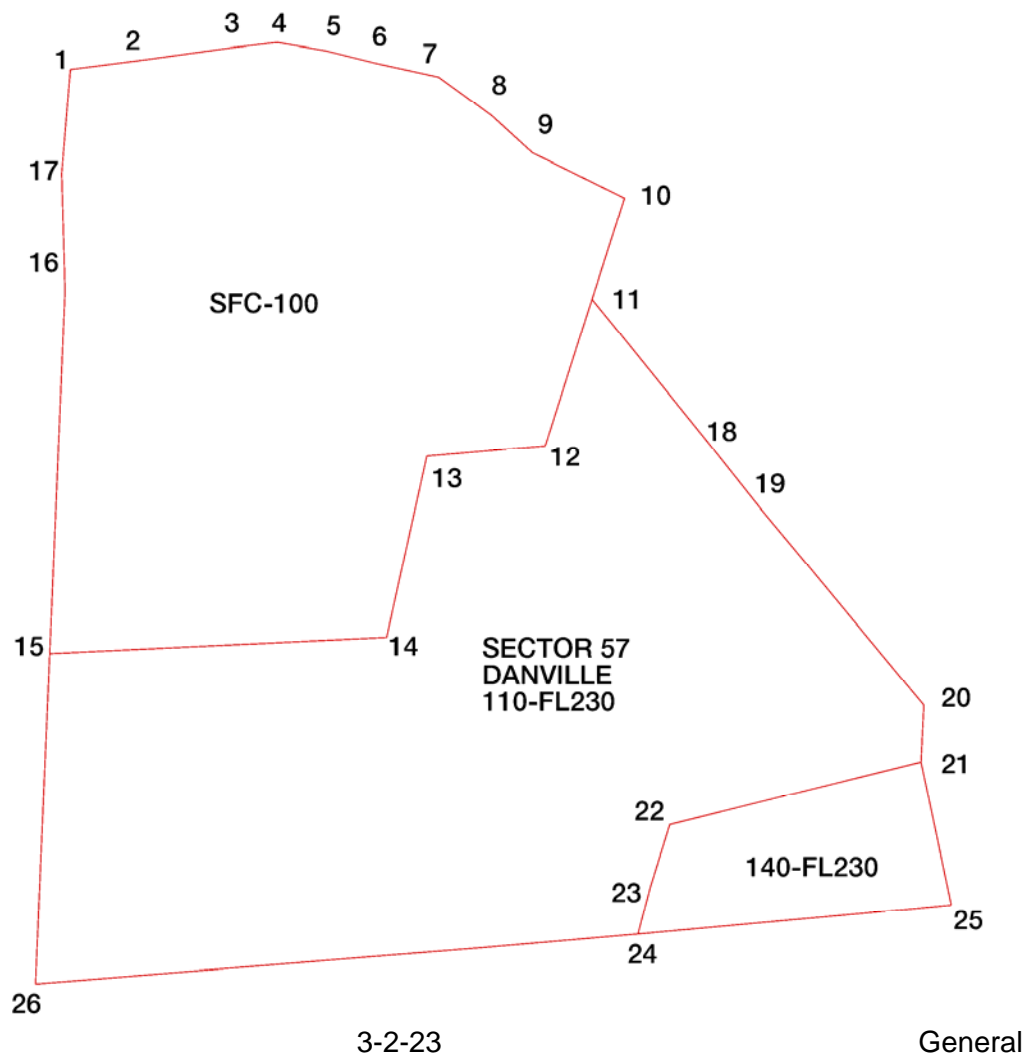
3-2-22. OTTUMWA (56)**a LAT/LONGs.**

1	42470000N	093000000W	2	42452500N	092280000W	3	42433000N	091433000W
4	42470000N	091400000W	5	42180000N	091420000W	6	42150000N	091421500W
7	41583000N	091433000W	8	41500200N	091392400W	9	41434500N	091521500W
10	41191000N	091490000W	11	40455000N	091443000W	12	40380500N	092430000W
13	40313000N	093293000W	14	40550300N	093332500W	15	40564000N	093334500W
16	41040000N	093350000W	17	41100000N	093360000W	18	41260000N	093303000W
19	41335800N	093290600W	20	41400000N	093280000W	21	41565000N	093212000W
22	42093000N	093160000W	23	42134500N	093141500W	24	42400000N	093030000W
25	40553000N	093190000W	26	41140000N	092550000W	27	41240000N	092450000W
28	41553000N	092504000W	29	41580000N	092191500W	30	41383000N	092170000W
31	41182500N	092005800W						

b Depiction (keyed to LAT/LONGs).

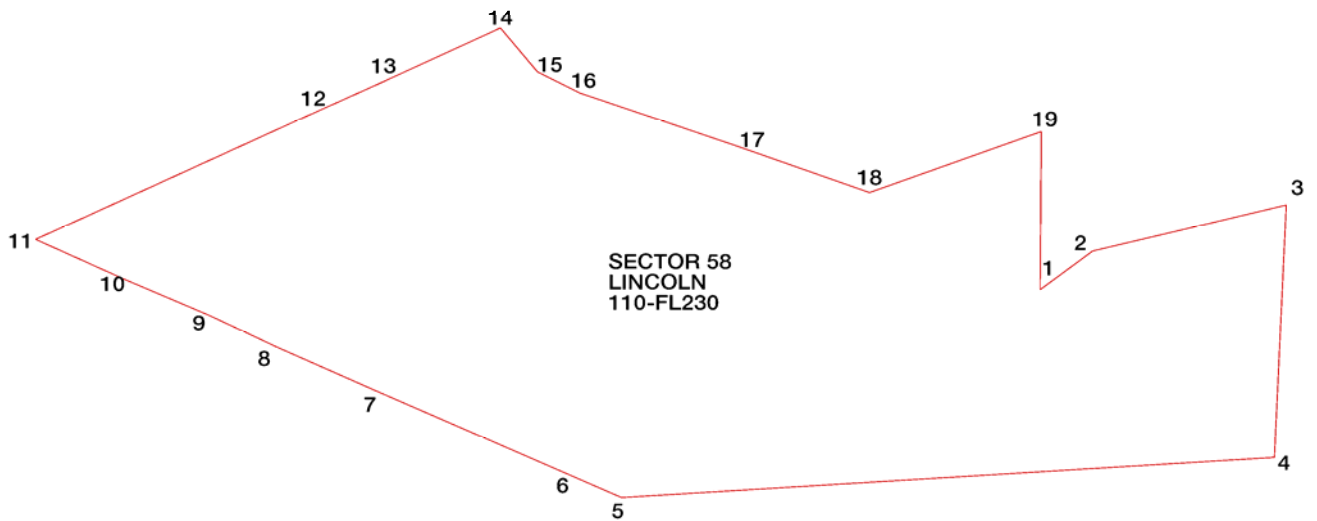
3-2-23. DANVILLE (57)**a LAT/LONGs.**

1	41243100N	087571400W	2	41245200N	087480300W	3	41252000N	087372000W
4	41253000N	087313400W	5	41242000N	087254000W	6	41225000N	087195000W
7	41210100N	087120700W	8	41170000N	087060000W	9	41131500N	087012500W
10	41081900N	086503800W	11	40591100N	086554300W	12	40460000N	087030000W
13	40460000N	087173000W	14	40293000N	087241500W	15	40303000N	088051500W
16	41040000N	088000000W	17	41145800N	087591700W	18	40450800N	086431800W
19	40380000N	086371200W	20	40184500N	086200000W	21	40133000N	086210000W
22	40095000N	086520000W	23	40041500N	086550000W	24	40000000N	086570000W
25	40000000N	086190000W	26	40000000N	088100000W			

b Depiction (keyed to LAT/LONGs).

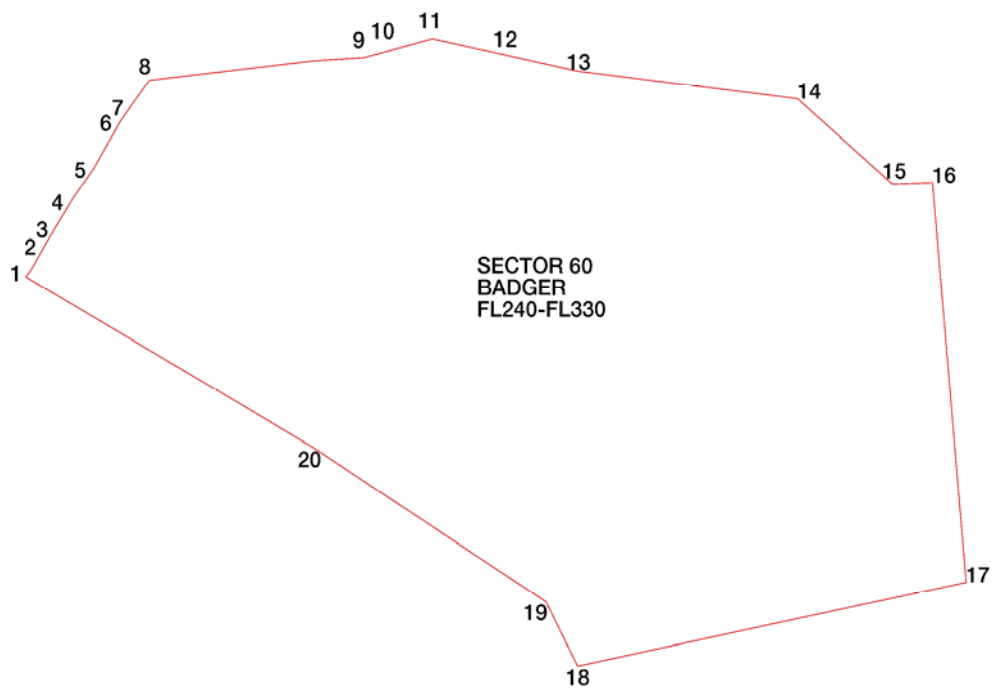
3-2-24. LINCOLN (58)**a LAT/LONGs.**

1	40221200N	088420600W	2	40263000N	088340000W	3	40303000N	088051500W
4	40000000N	088100000W	5	40000000N	089450000W	6	40030900N	089523300W
7	40143000N	090200000W	8	40202000N	090340500W	9	40242800N	090432700W
10	40292000N	090554000W	11	40343600N	091081700W	12	40490000N	090250000W
13	40513300N	090171000W	14	40574400N	089582800W	15	40521000N	089532500W
16	40491800N	089472100W	17	40414100N	089242800W	18	40351700N	089055700W
19	40412100N	088401100W						

b Depiction (keyed to LAT/LONGs).

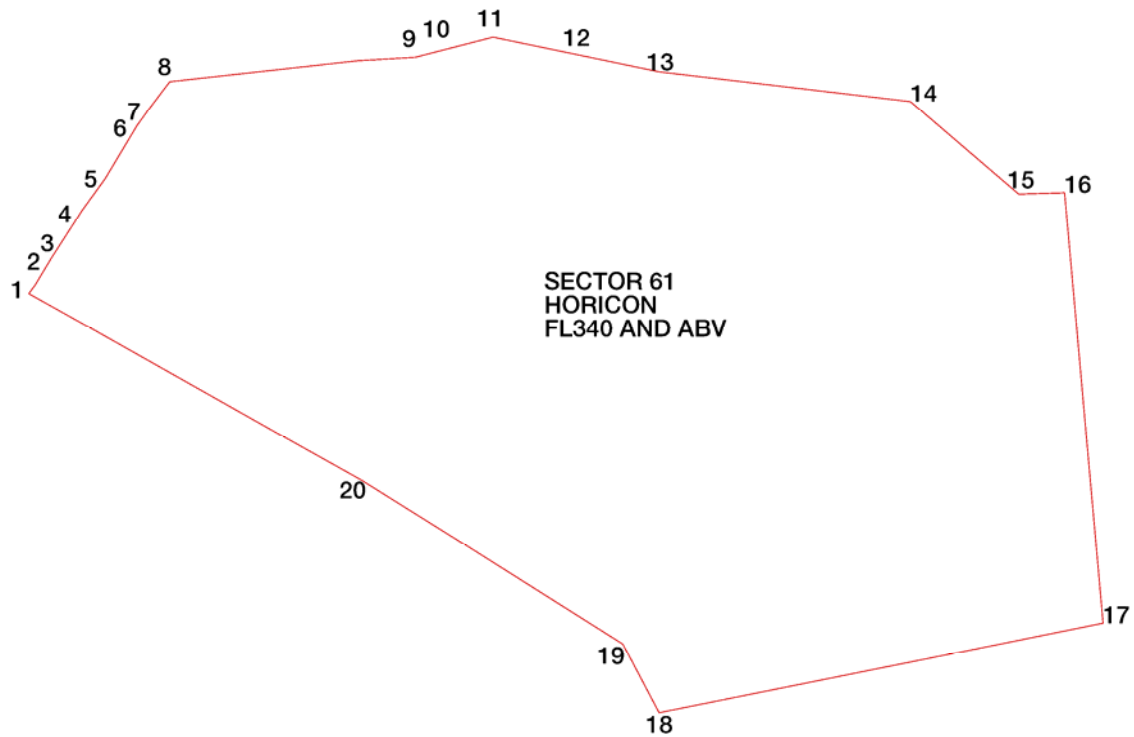
3-2-25. BADGER (60)**a LAT/LONGs.**

1	43354500N	090511500W	2	43370500N	090494500W	3	43412000N	090455500W
4	43490000N	090383000W	5	43540000N	090330000W	6	44022000N	090252000W
7	44050900N	090221300W	8	44091500N	090173000W	9	44091500N	089351500W
10	44110000N	089221500W	11	44133000N	089043400W	12	44093400N	088451500W
13	44060000N	088280000W	14	43580000N	087323000W	15	43413000N	087101000W
16	43410600N	087000000W	17	42302000N	087000000W	18	42212000N	088381000W
19	42330000N	088450000W	20	43023000N	089400000W			

b Depiction (keyed to LAT/LONGs).

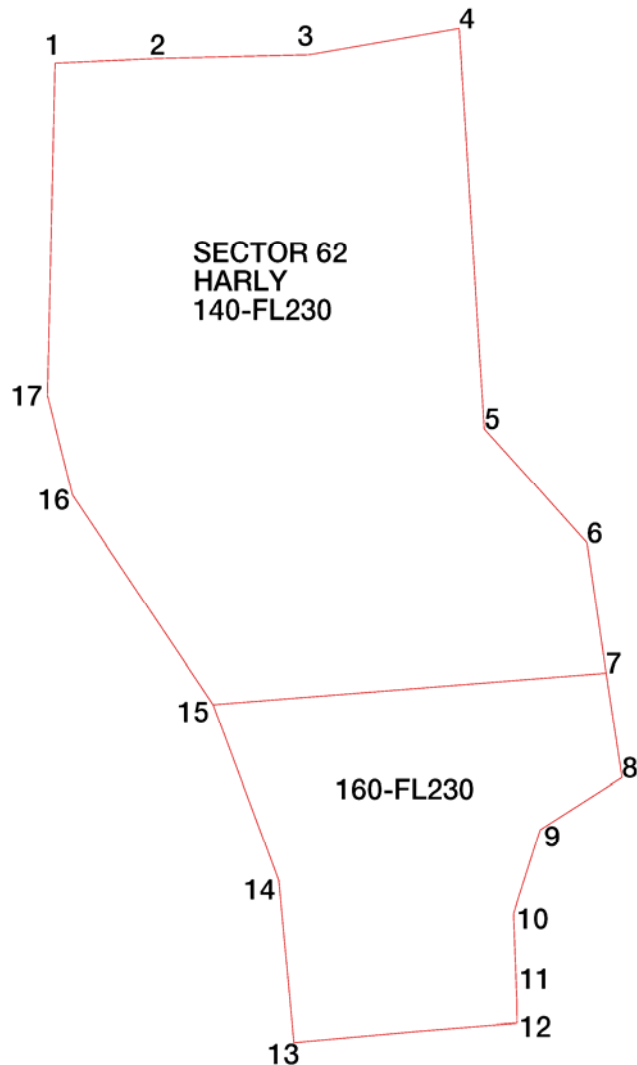
3-2-26. HORICON (61)**a LAT/LONGs.**

1	43354500N	090511500W	2	43370500N	090494500W	3	43412000N	090455500W
4	43490000N	090383000W	5	43540000N	090330000W	6	44022000N	090252000W
7	44050900N	090221300W	8	44091500N	090173000W	9	44091500N	089351500W
10	44110000N	089221500W	11	44133000N	089043400W	12	44093400N	088451500W
13	44060000N	088280000W	14	43580000N	087323000W	15	43413000N	087101000W
16	43410600N	087000000W	17	42302000N	087000000W	18	42212000N	088381000W
19	42330000N	088450000W	20	43023000N	089400000W			

b Depiction (keyed to LAT/LONGs).

3-2-27. HARLY (62)**a LAT/LONGs.**

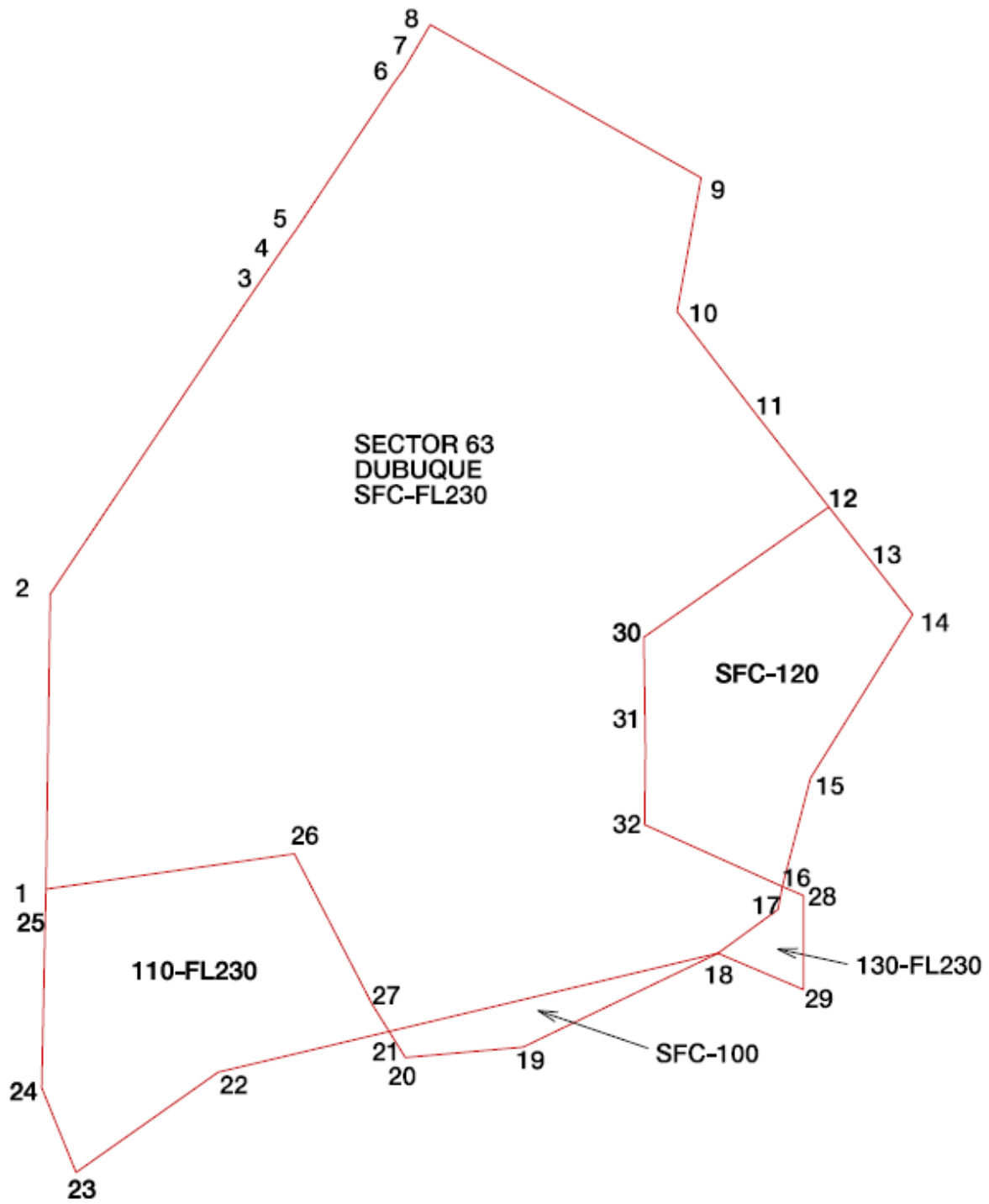
1	43310000N	088310000W	2	43304500N	088180000W	3	43300000N	087574500W
4	43312000N	087380000W	5	42534600N	087385400W	6	42421600N	087265100W
7	42300000N	087254600W	8	42200500N	087245000W	9	42154900N	087355100W
10	42081300N	087400600W	11	42000000N	087403400W	12	41580000N	087404500W
13	41575200N	088092100W	14	42130000N	088094500W	15	42300000N	088163000W
16	42503000N	088324000W	17	43000000N	088350000W			

b Depiction (keyed to LAT/LONGs).

3-2-28. DUBUQUE (63)**a LAT/LONGs.**

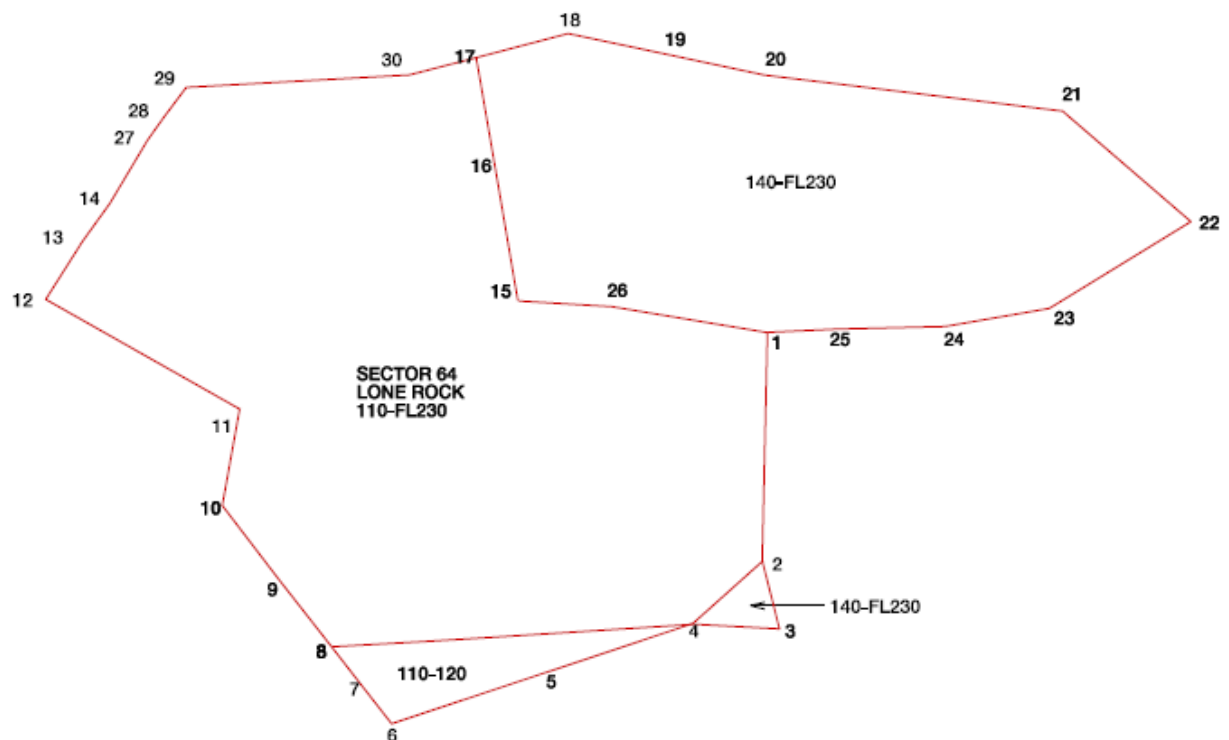
1	42180000N 091420000W	2	42470000N 091400000W	3	43140000N 091131500W
4	43200000N 091070700W	5	43220000N 091050000W	6	43354500N 090511500W
7	43370500N 090494500W	8	43412000N 090455500W	9	43250000N 090103000W
10	43120000N 090144000W	11	43013000N 090045000W	12	42520000N 089555100W
13	42461400N 089502500W	14	42410000N 089453000W	15	42253000N 090001500W
16	42145900N 090044600W	17	42124500N 090053000W	18	42084500N 090134500W
19	42003000N 090400000W	20	42000000N 090553000W	21	42023800N 090573000W
22	41592100N 091201300W	23	41500200N 091392400W	24	41583000N 091433000W
25	42150000N 091421500W	26	42203000N 091090000W	27	42052400N 090593700W
28	42140000N 090020400W	29	42044500N 090024500W	30	42401100N 090212100W
31	42290200N 090215500W	32	42214700N 090223000W		

b Depiction (keyed to LAT/LONGs).



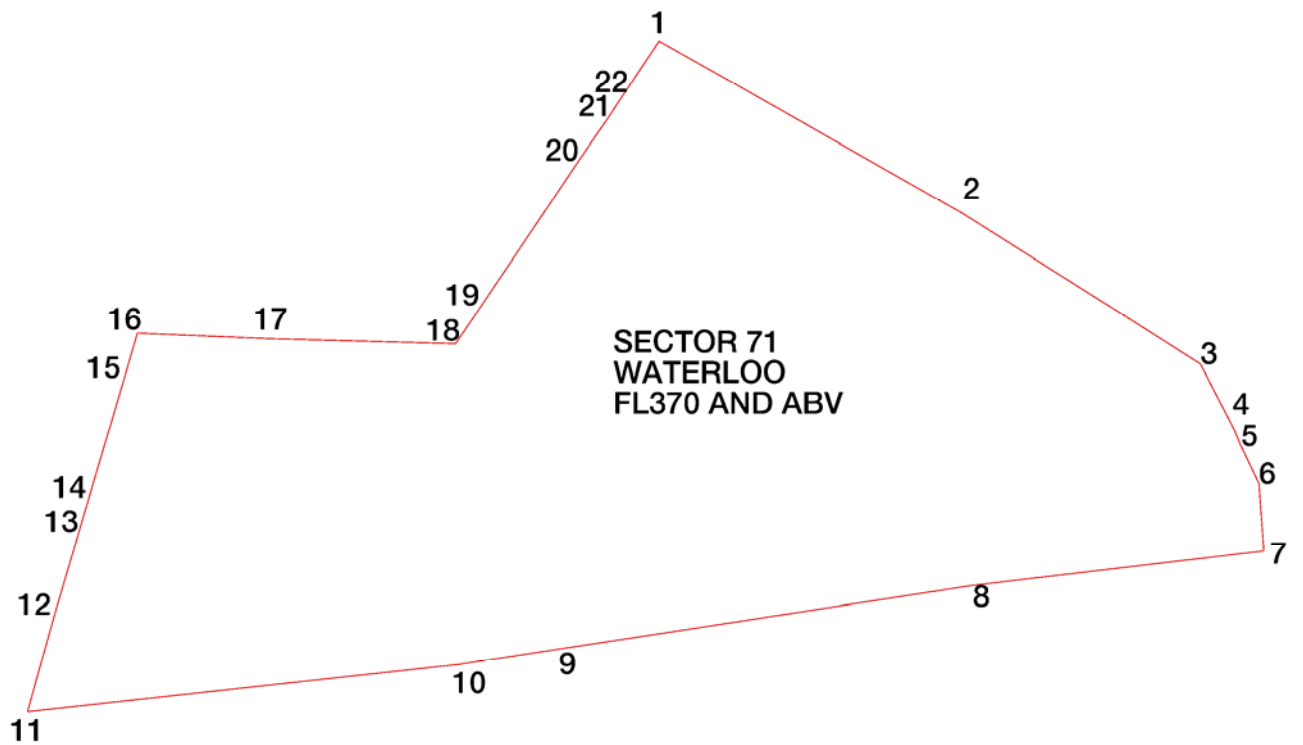
3-2-29. LONE ROCK (64)**a LAT/LONGs.**

1	43310000N	088310000W	2	43000000N	088350000W	3	42503000N	088324000W
4	42520000N	088490000W	5	42485200N	089051400W	6	42410000N	089453000W
7	42461400N	089502500W	8	42520000N	089555100W	9	43013000N	090045000W
10	43120000N	090144000W	11	43250000N	090103000W	12	43412000N	090455500W
13	43490000N	090383000W	14	43540000N	090330000W	15	43373500N	089171500W
16	43553500N	089195500W	17	44110000N	089221500W	18	44133000N	089043400W
19	44093400N	088451500W	20	44060000N	088280000W	21	43580000N	087323000W
22	43413000N	087101000W	23	43312000N	087380000W	24	43300000N	087574500W
25	43304500N	088180000W	26	43360000N	089000000W	27	44022000N	090252000W
28	44050900N	090221300W	29	44091500N	090173000W	30	44091500N	089351500W

b Depiction (keyed to LAT/LONGs).

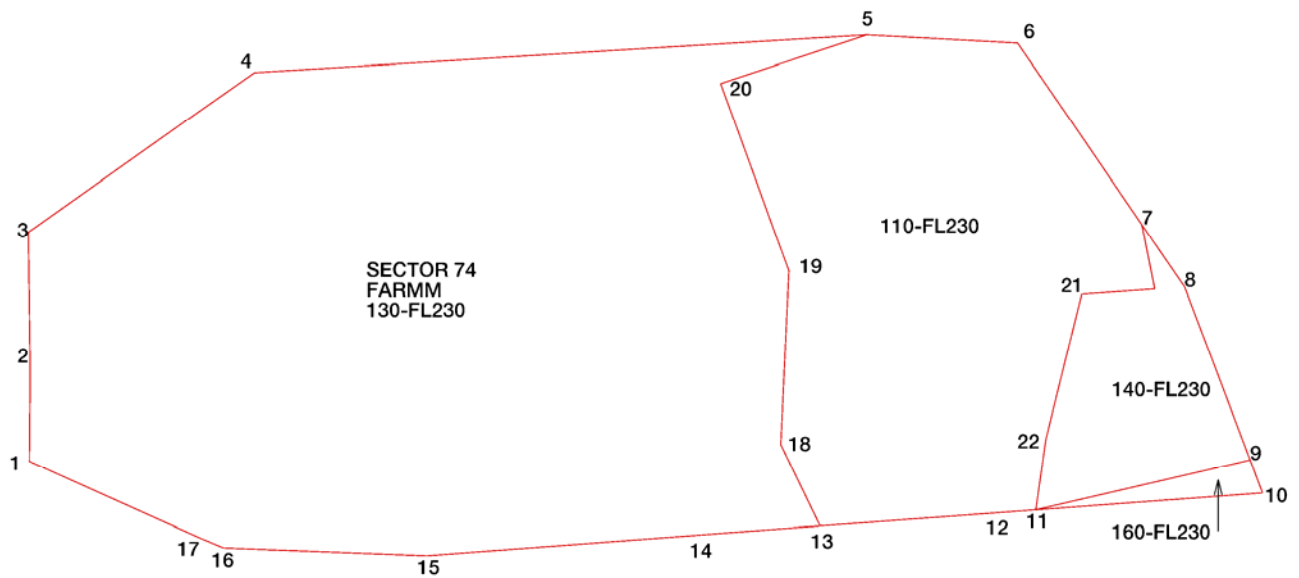
3-2-30. WATERLOO (71)**a LAT/LONGs.**

1	43354500N	090511500W	2	43023000N	089400000W	3	42330000N	088450000W
4	42212000N	088381000W	5	42180000N	088364000W	6	42110000N	088330000W
7	41590000N	088330000W	8	41561100N	089424600W	9	41481900N	091232600W
10	41462400N	091453000W	11	41400000N	093280000W	12	41565000N	093212000W
13	42093000N	093160000W	14	42134500N	093141500W	15	42400000N	093030000W
16	42470000N	093000000W	17	42452500N	092280000W	18	42433000N	091433000W
19	42470000N	091400000W	20	43140000N	091131500W	21	43200000N	091070700W
22	43220000N	091050000W						

b Depiction (keyed to LAT/LONGs).

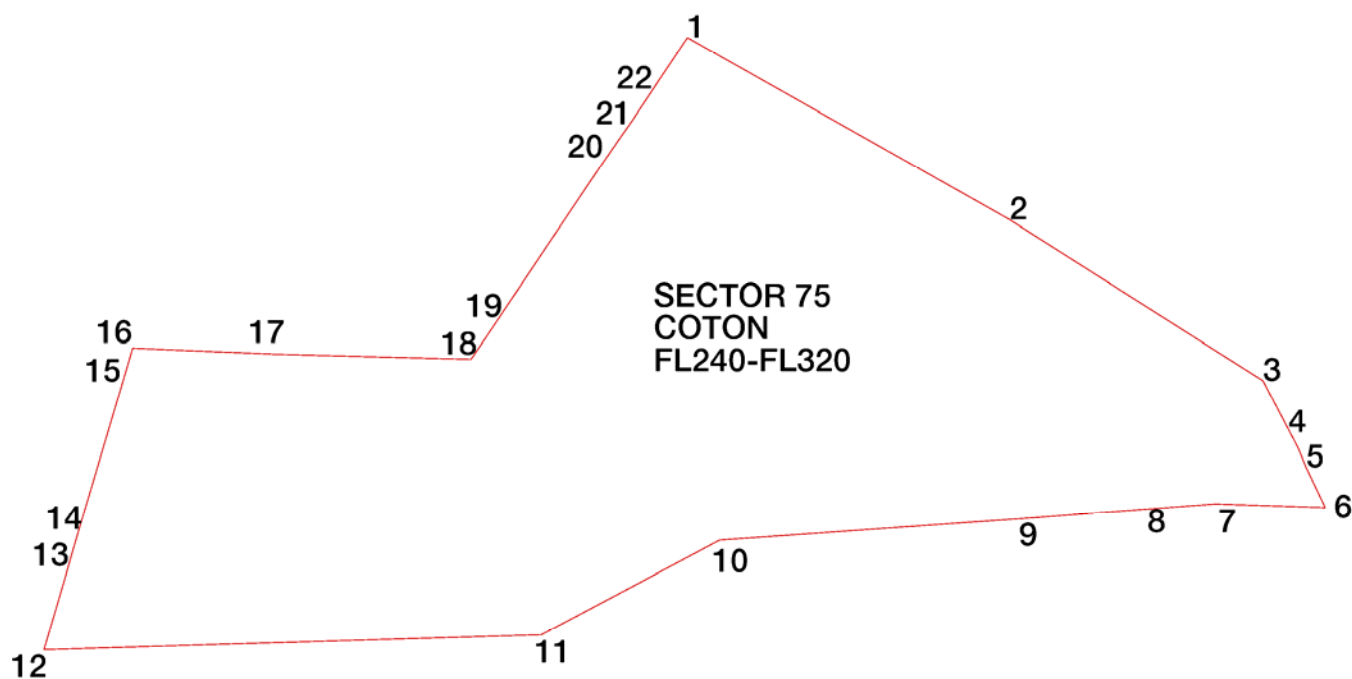
3-2-31. FARMM (74)**a LAT/LONGs.**

1	42214700N 090223000W	2	42290200N 090215500W	3	42401100N 090212100W
4	42520000N 089555100W	5	42520000N 088490000W	6	42503000N 088324000W
7	42351500N 088203700W	8	42300000N 088163000W	9	42154400N 088104900W
10	42130000N 088094500W	11	42125800N 088341700W	12	42125700N 088385600W
13	42125200N 088573800W	14	42124500N 089122200W	15	42122700N 089401200W
16	42140000N 090020400W	17	42145900N 090044600W	18	42193700N 089011700W
19	42333000N 088591000W	20	42485200N 089051400W	21	42300000N 088274000W
22	42183400N 088324000W				

b Depiction (keyed to LAT/LONGs).

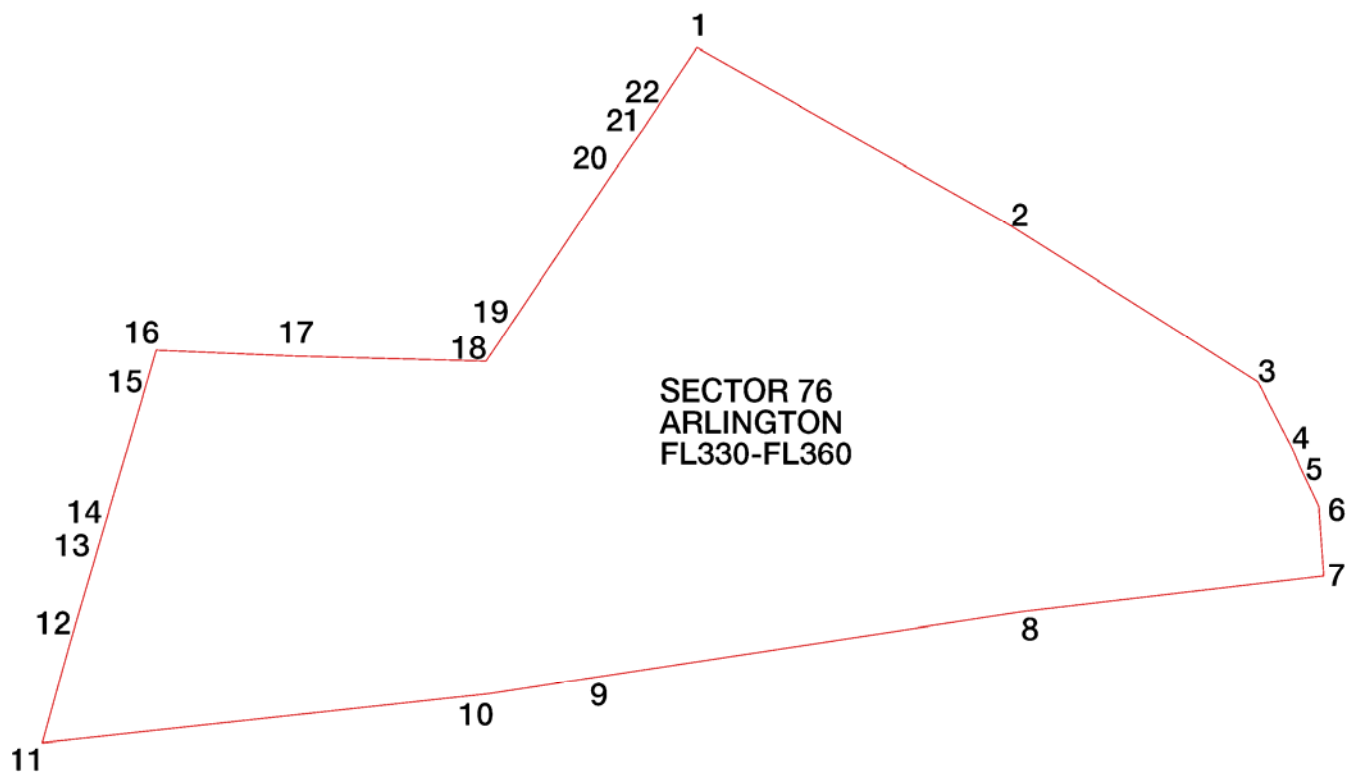
3-2-32. COTON (75)**a LAT/LONGs.**

1	43354500N	090511500W	2	43023000N	089400000W	3	42330000N	088450000W
4	42212000N	088381000W	5	42180000N	088364000W	6	42110000N	088330000W
7	42125200N	088573800W	8	42124500N	089122200W	9	42122700N	089401200W
10	42112900N	090491000W	11	41570000N	091300000W	12	41565000N	093212000W
13	42093000N	093160000W	14	42134500N	093141500W	15	42400000N	093030000W
16	42470000N	093000000W	17	42452500N	092280000W	18	42433000N	091433000W
19	42470000N	091400000W	20	43140000N	091131500W	21	43200000N	091070700W
22	43220000N	091050000W						

b Depiction (keyed to LAT/LONGs).

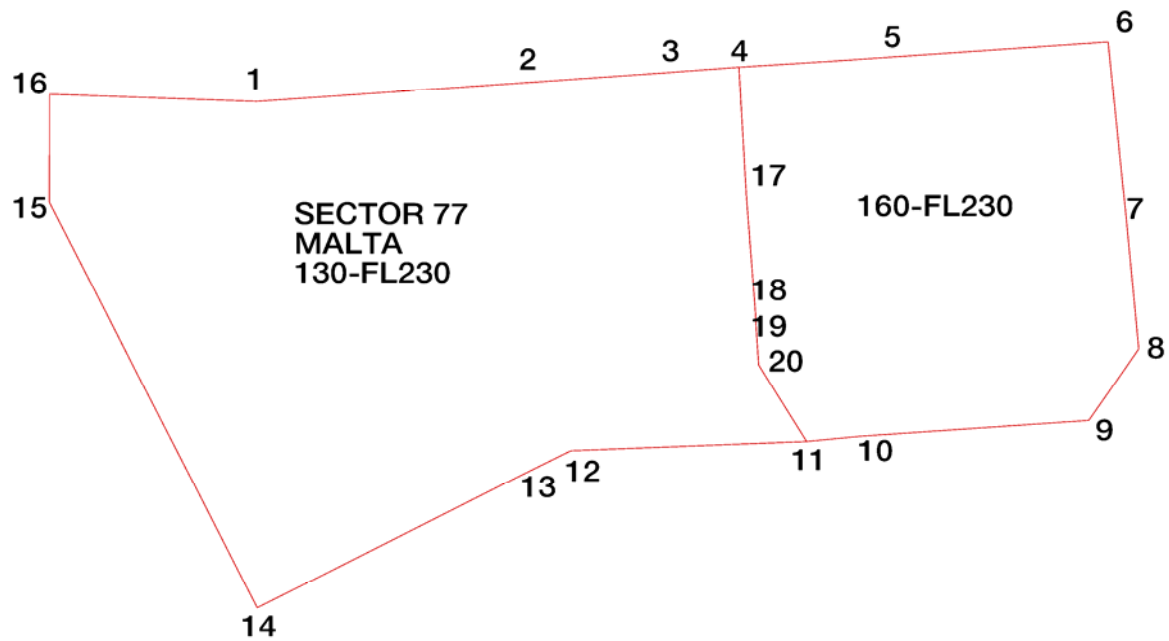
3-2-33. ARLINGTON (76)**a LAT/LONGs.**

1	43354500N	090511500W	2	43023000N	089400000W	3	42330000N	088450000W
4	42212000N	088381000W	5	42180000N	088364000W	6	42110000N	088330000W
7	41590000N	088330000W	8	41561100N	089424600W	9	41481900N	091232600W
10	41462400N	091453000W	11	41400000N	093280000W	12	41565000N	093212000W
13	42093000N	093160000W	14	42134500N	093141500W	15	42400000N	093030000W
16	42470000N	093000000W	17	42452500N	092280000W	18	42433000N	091433000W
19	42470000N	091400000W	20	43140000N	091131500W	21	43200000N	091070700W
22	43220000N	091050000W						

b Depiction (keyed to LAT/LONGs).

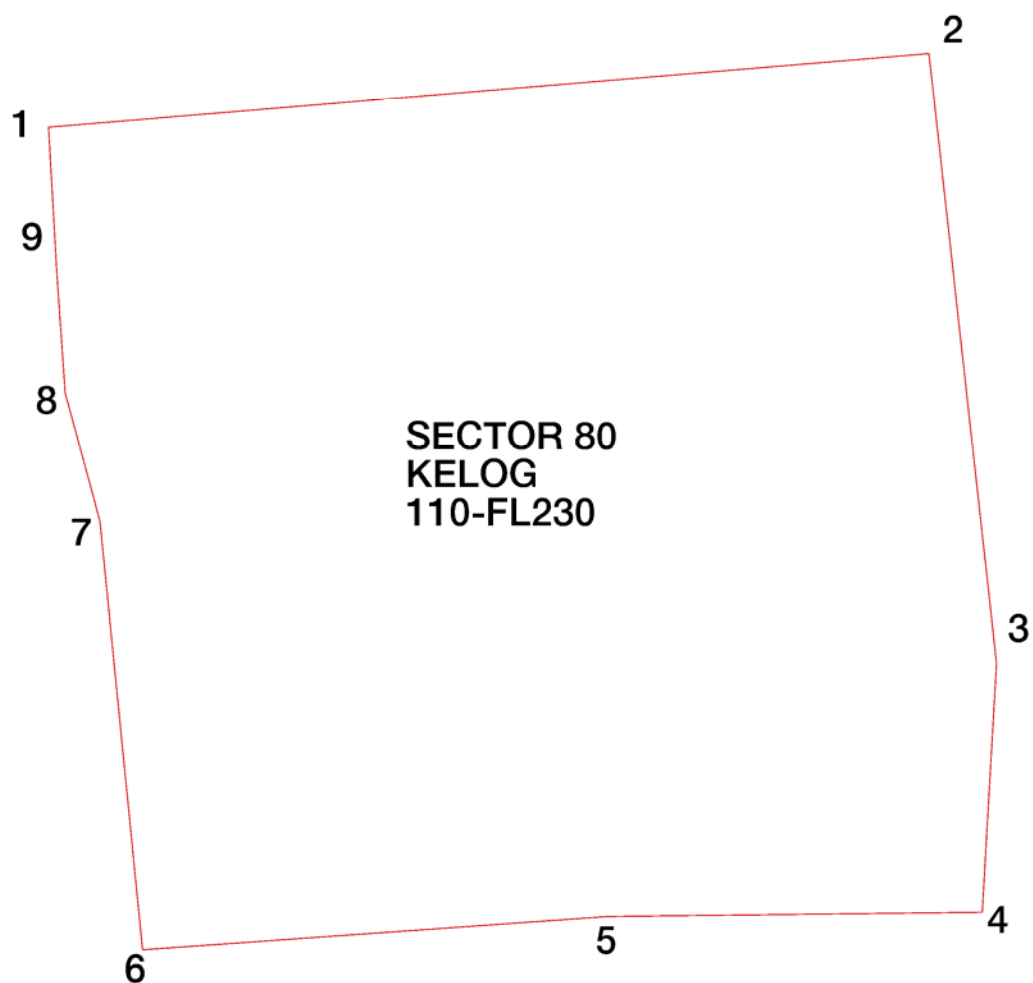
3-2-34. MALTA (77)**a LAT/LONGs.**

1	42122700N	089401200W	2	42124500N	089122200W	3	42125200N	088573800W
4	42125700N	088485800W	5	42125800N	088341700W	6	42130000N	088094500W
7	41575200N	088092100W	8	41464800N	088090900W	9	41410200N	088150000W
10	41405900N	088390800W	11	41405000N	088444500W	12	41411700N	089093300W
13	41395800N	089132500W	14	41293000N	089433000W	15	42044500N	090024500W
16	42140000N	090020400W	17	42015200N	088491100W	18	41520700N	088490800W
19	41505000N	088491000W	20	41473600N	088491200W			

b Depiction (keyed to LAT/LONGs).

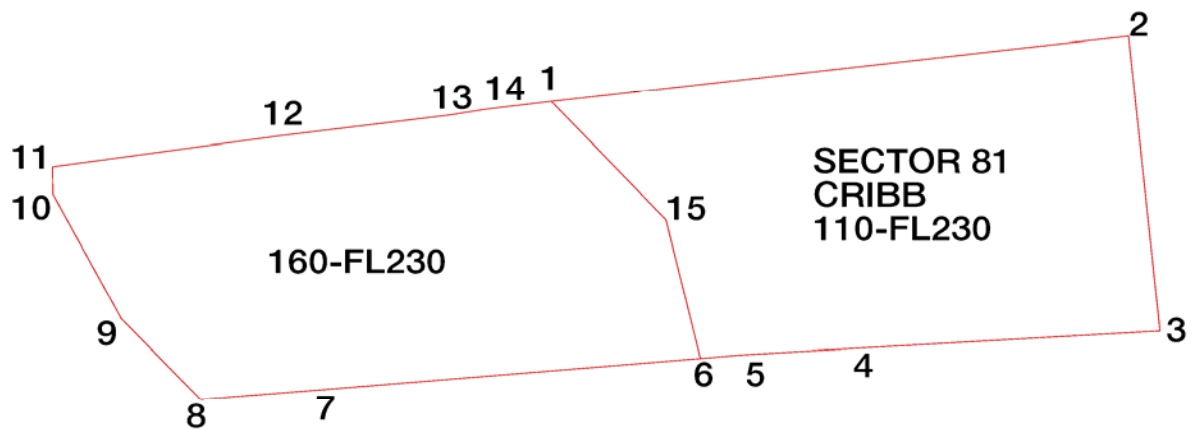
3-2-35. KELOG (80)**a LAT/LONGs.**

1	42232000N	086005000W	2	42222600N	085000000W	3	41510000N	085000000W
4	41382500N	085025000W	5	41401500N	085281500W	6	41410000N	086000000W
7	42030000N	086000000W	8	42094500N	086013000W	9	42160000N	086011500W

b Depiction (keyed to LAT/LONGs).

3-2-36. CRIBB (81)**a. LAT/LONGs.**

1	42015600N	086535500W	2	42030000N	086000000W	3	41410000N	086000000W
4	41414500N	086270000W	5	41420000N	086390000W	6	41420000N	086422900W
7	41420000N	087174000W	8	41415900N	087284800W	9	41482400N	087352700W
10	41580000N	087404500W	11	42000000N	087403400W	12	42010000N	087192500W
13	42013200N	087033000W	14	42014500N	087000000W	15	41522800N	086442400W

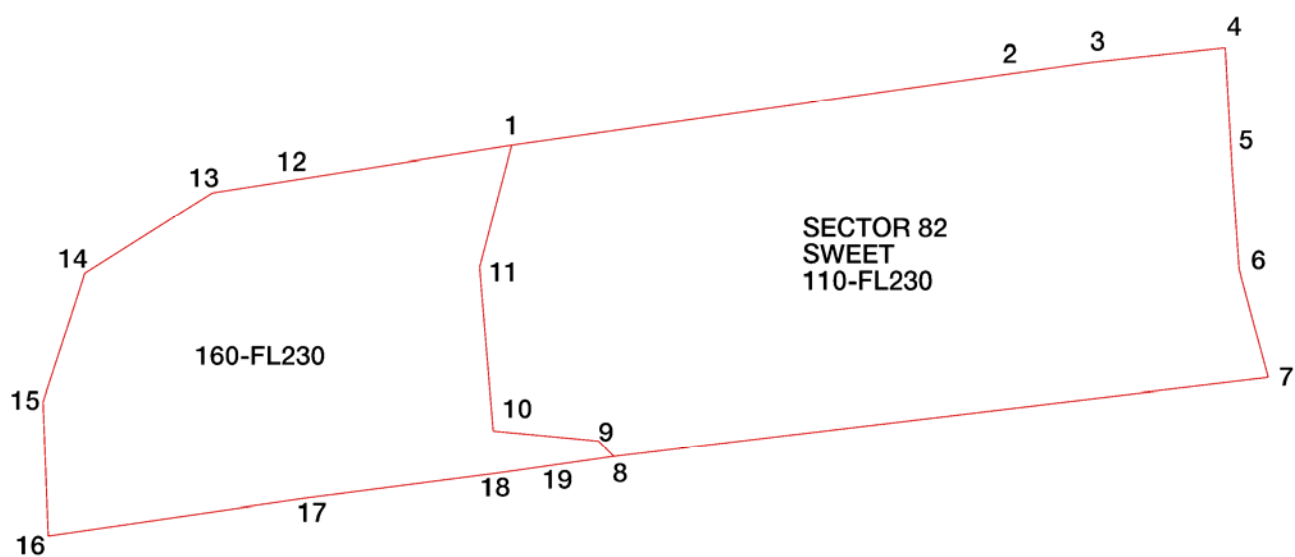
b. Depiction (keyed to LAT/LONGs).

3-2-37. SWEET (82)

a LAT/LONGs.

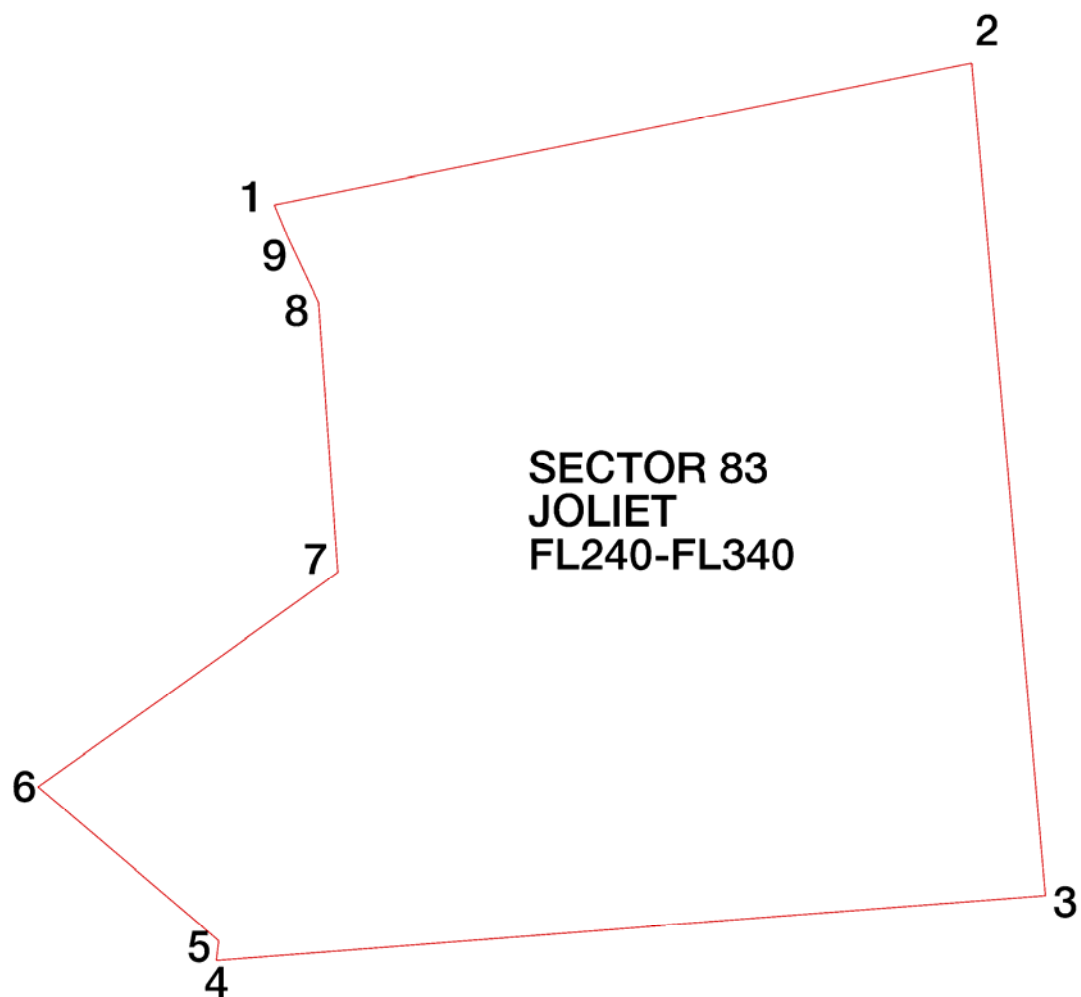
1	42212500N 087000000W	2	42230000N 086190000W	3	42231400N 086120100W
4	42232000N 086005000W	5	42160000N 086011500W	6	42094500N 086013000W
7	42030000N 086000000W	8	42015600N 086535500W	9	42025700N 086550300W
10	42040800N 087033400W	11	42141000N 087033000W	12	42202400N 087190000W
13	42200500N 087245000W	14	42154900N 087355100W	15	42081300N 087400600W
16	42000000N 087403400W	17	42010000N 087192500W	18	42013200N 087033000W
19	42014500N 087000000W				

b Depiction (keyed to LAT/LONGs).



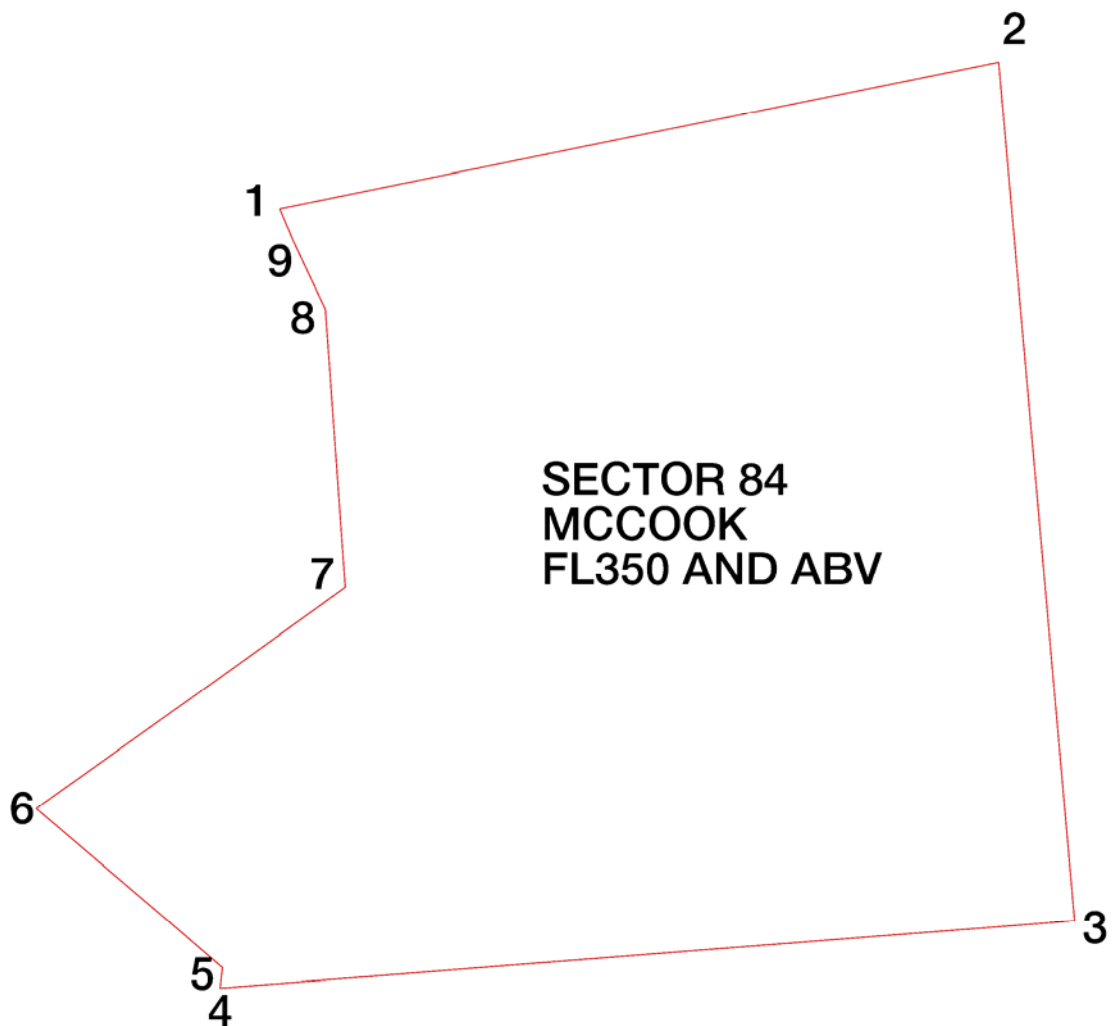
3-2-38. JOLIET (83)**a LAT/LONGs.**

1	42212000N	088381000W	2	42302000N	087000000W	3	41040000N	087000000W
4	41040000N	088531500W	5	41060000N	088524500W	6	41230000N	089160000W
7	41430000N	088330000W	8	42110000N	088330000W	9	42180000N	088364000W

b Depiction (keyed to LAT/LONGs).

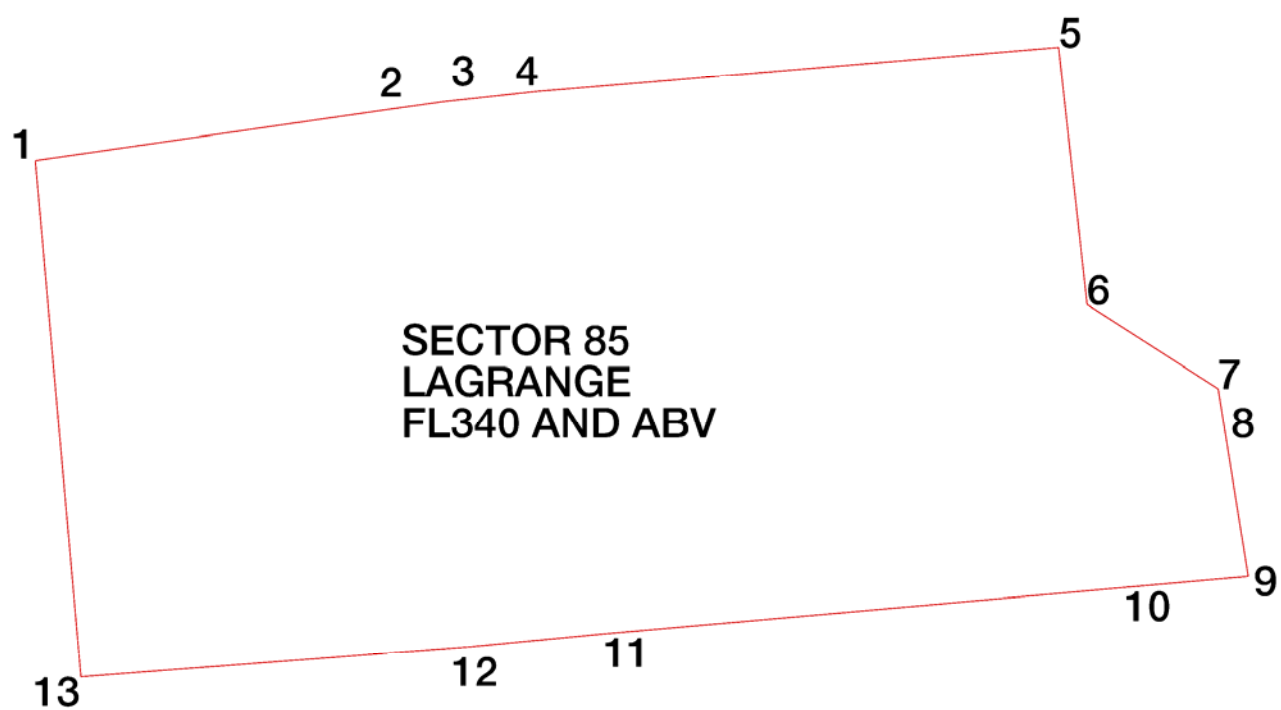
3-2-39. McCook (84)**a LAT/LONGs.**

1	42212000N	088381000W	2	42302000N	087000000W	3	41040000N	087000000W
4	41040000N	088531500W	5	41060000N	088524500W	6	41230000N	089160000W
7	41430000N	088330000W	8	42110000N	088330000W	9	42180000N	088364000W

b Depiction (keyed to LAT/LONGs).

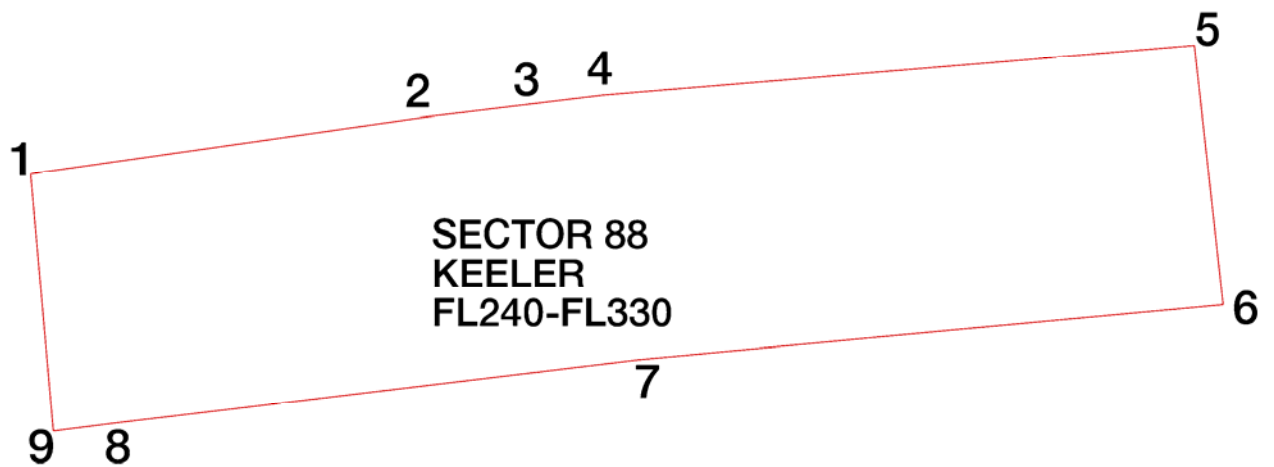
3-2-40. LAGRANGE (85)**a LAT/LONGs.**

1	42212500N 087000000W	2	42230000N 086190000W	3	42231400N 086120100W
4	42232000N 086005000W	5	42222600N 085000000W	6	42000000N 085000000W
7	41513000N 084460000W	8	41480000N 084460000W	9	41350000N 084450000W
10	41352100N 085033500W	11	41355900N 085591800W	12	41360000N 086150000W
13	41363000N 087000000W				

b Depiction (keyed to LAT/LONGs).

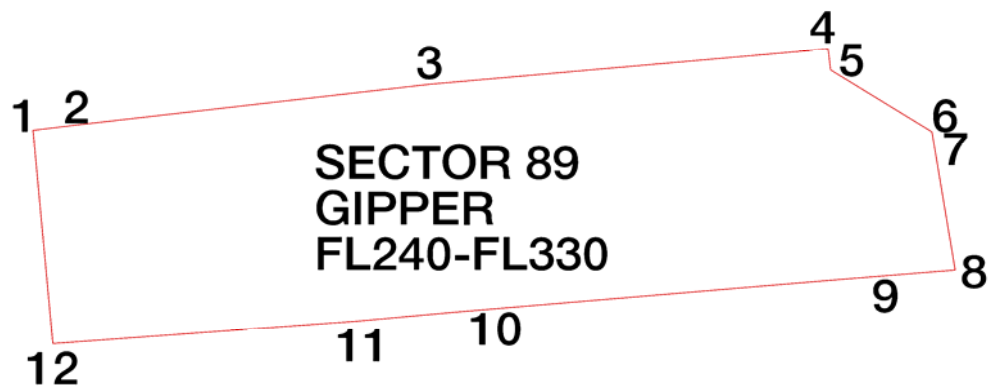
3-2-41. KEELER (88)**a LAT/LONGs.**

1	42212500N 0870000000W	2	42230000N 0861900000W	3	42231400N 086120100W
4	42232000N 086005000W	5	42222600N 0850000000W	6	42023000N 0850000000W
7	42030000N 0860000000W	8	42015600N 086535500W	9	42014500N 0870000000W

b Depiction (keyed to LAT/LONGs).

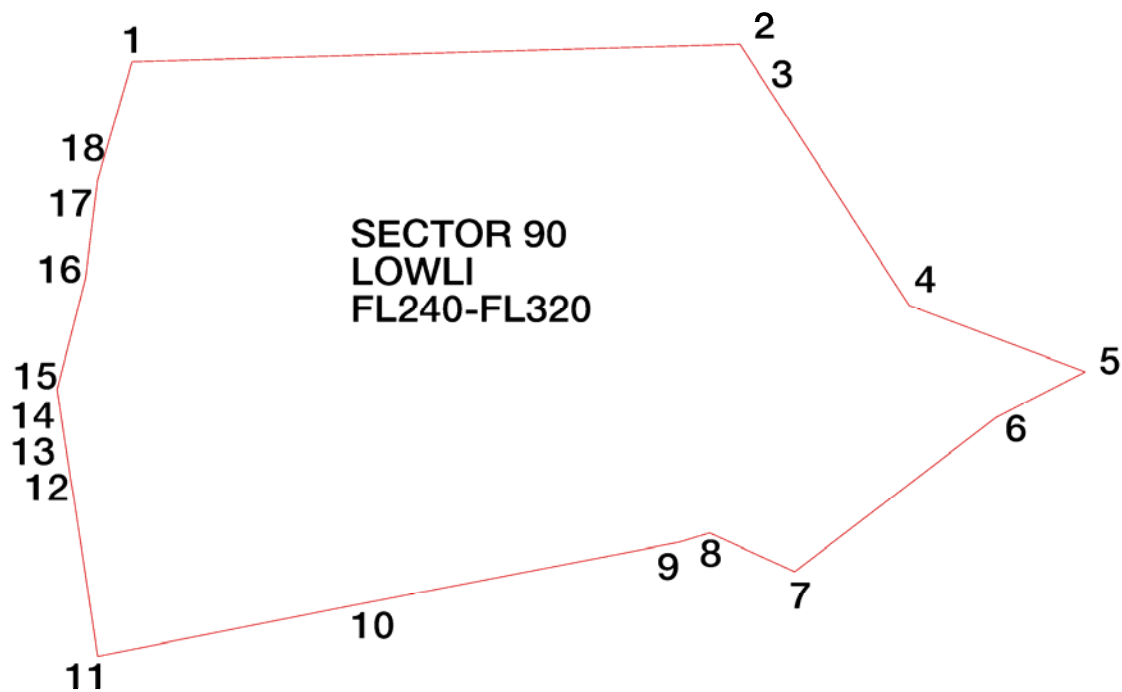
3-2-42. GIPPER (89)**a LAT/LONGs.**

1	42014500N	087000000W	2	42015600N	086535500W	3	42030000N	086000000W
4	42023000N	085000000W	5	42000000N	085000000W	6	41513000N	084460000W
7	41480000N	084460000W	8	41350000N	084450000W	9	41352100N	085033500W
10	41355900N	085591800W	11	41360000N	086150000W	12	41363000N	087000000W

b Depiction (keyed to LAT/LONGs).

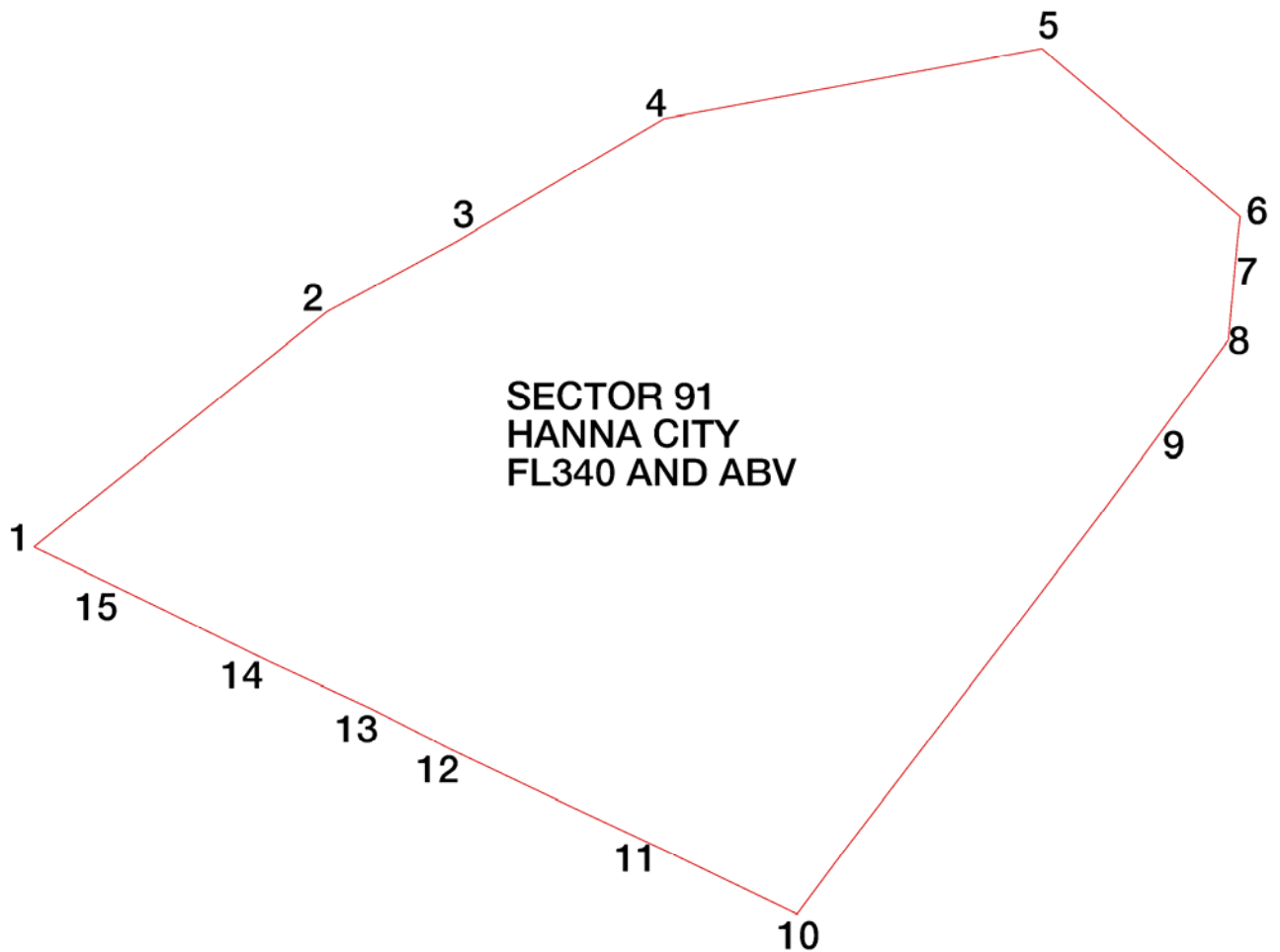
3-2-43. LOWLI (90)**a LAT/LONGs.**

1	41565000N 093212000W	2	41570000N 091300000W	3	41481900N 091232600W
4	41184000N 091011500W	5	41080000N 090300000W	6	41020000N 090463000W
7	40410000N 091240000W	8	40470000N 091390000W	9	40455000N 091443000W
10	40380500N 092430000W	11	40313000N 093293000W	12	40550300N 093332500W
13	40564000N 093334500W	14	41040000N 093350000W	15	41100000N 093360000W
16	41260000N 093303000W	17	41335800N 093290600W	18	41400000N 093280000W

b Depiction (keyed to LAT/LONGs).

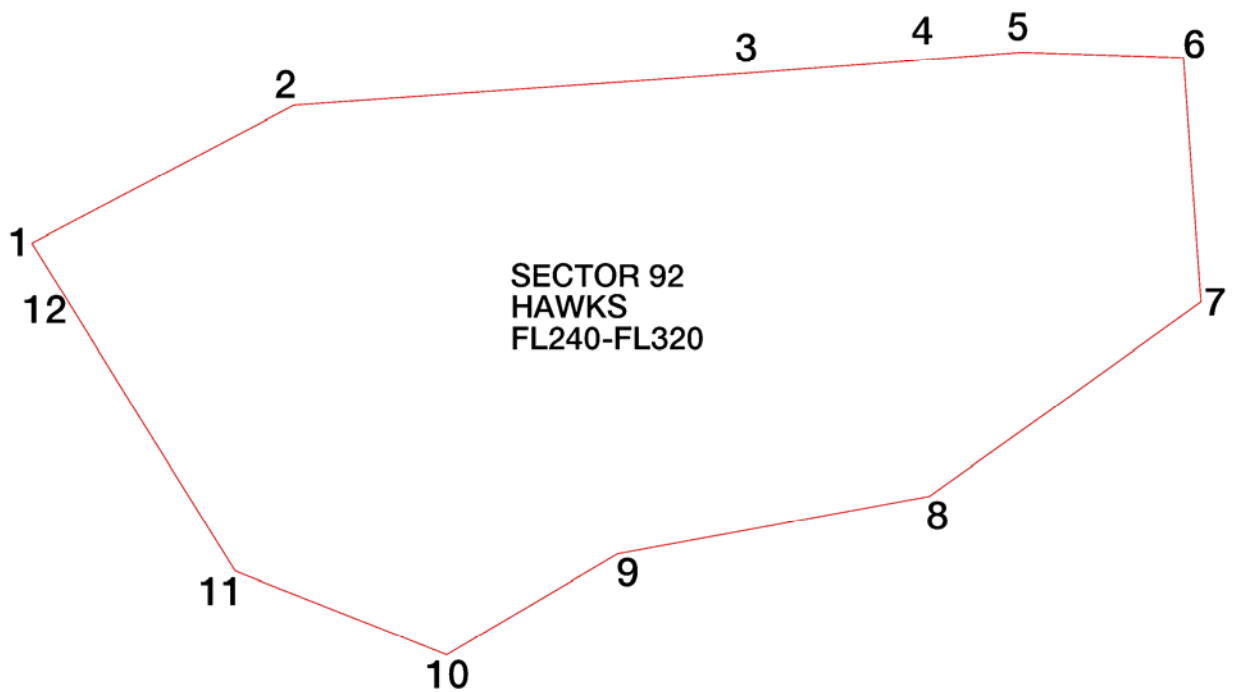
3-2-44. HANNA CITY (91)**a LAT/LONGs.**

1	40410000N	091240000W	2	41020000N	090463000W	3	41080000N	090300000W
4	41183000N	090033000W	5	41230000N	089160000W	6	41060000N	088524500W
7	41040000N	088531500W	8	40543000N	088551500W	9	40391500N	089120000W
10	40030900N	089523300W	11	40143000N	090200000W	12	40202000N	090340500W
13	40242800N	090432700W	14	40292000N	090554000W	15	40343600N	091081700W

b Depiction (keyed to LAT/LONGs).

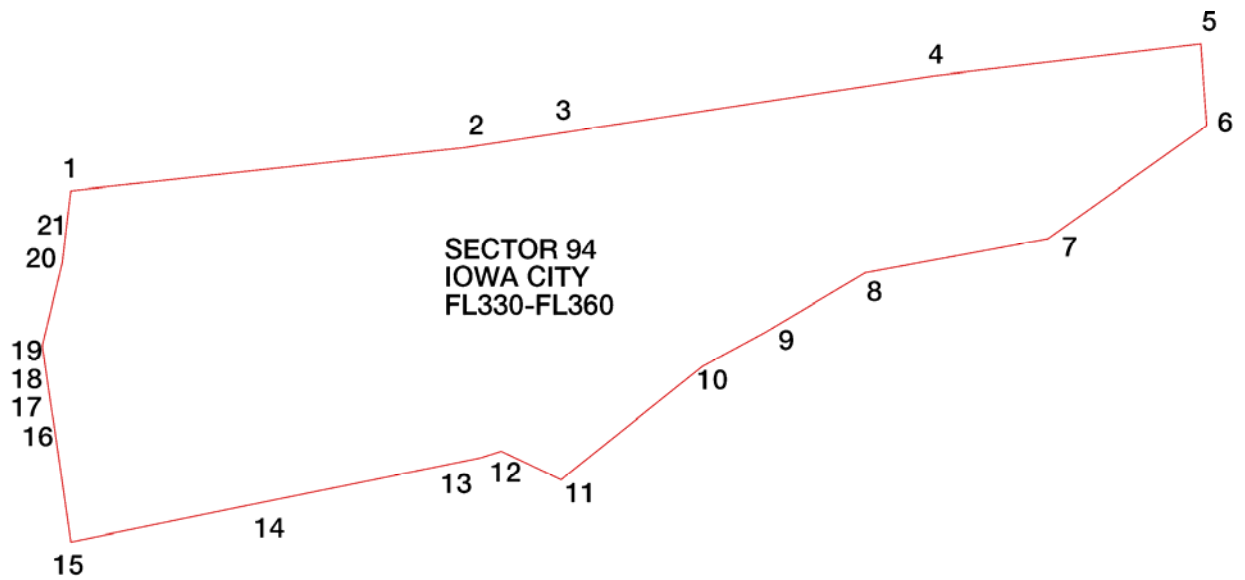
3-2-45. HAWKS (92)**a LAT/LONGs.**

1	41570000N	091300000W	2	42112900N	090491000W	3	42122700N	089401200W
4	42124500N	089122200W	5	42125200N	088573800W	6	42110000N	088330000W
7	41430000N	088330000W	8	41230000N	089160000W	9	41183000N	090033000W
10	41080000N	090300000W	11	41184000N	091011500W	12	41481900N	091232600W

b Depiction (keyed to LAT/LONGs).

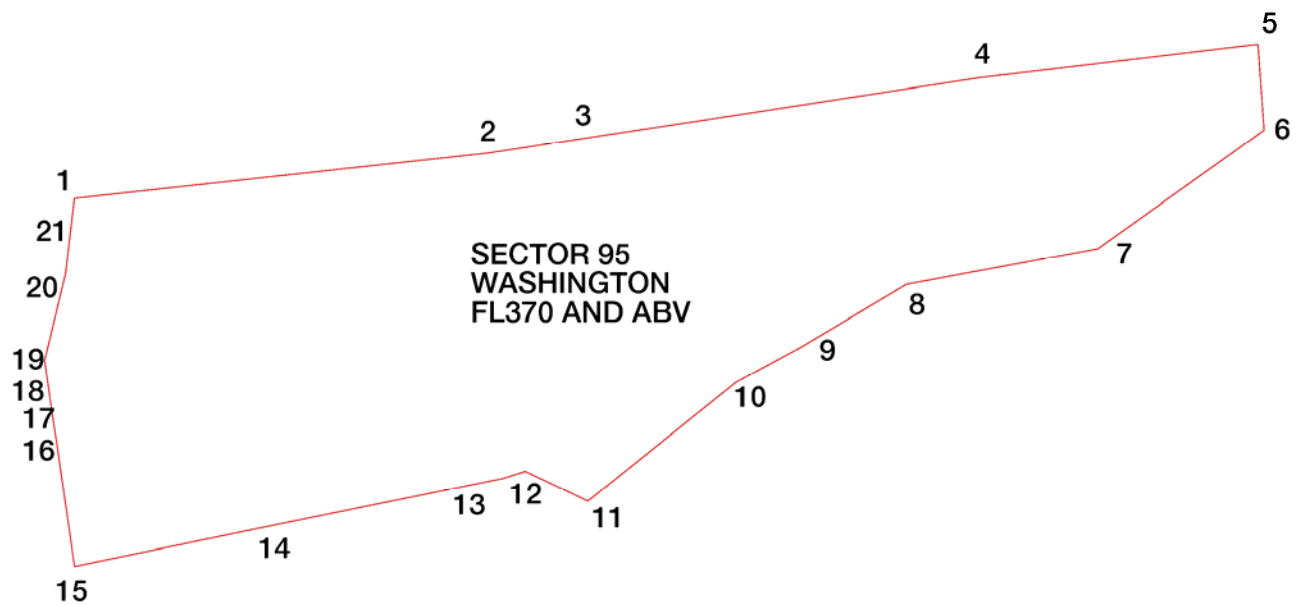
3-2-46. IOWA CITY (94)**a LAT/LONGs.**

1	41400000N 093280000W	2	41462400N 091453000W	3	41481900N 091232600W
4	41561100N 089424600W	5	41590000N 088330000W	6	41430000N 088330000W
7	41230000N 089160000W	8	41183000N 090033000W	9	41080000N 090300000W
10	41020000N 090463000W	11	40410000N 091240000W	12	40470000N 091390000W
13	40455000N 091443000W	14	40380500N 092430000W	15	40313000N 093293000W
16	40550300N 093332500W	17	40564000N 093334500W	18	41040000N 093350000W
19	41100000N 093360000W	20	41260000N 093303000W	21	41335800N 093290600W

b Depiction (keyed to LAT/LONGs).

3-2-47. WASHINGTON (95)**a LAT/LONGs.**

1	41400000N 093280000W	2	41462400N 091453000W	3	41481900N 091232600W
4	41561100N 089424600W	5	41590000N 088330000W	6	41430000N 088330000W
7	41230000N 089160000W	8	41183000N 090033000W	9	41080000N 090300000W
10	41020000N 090463000W	11	40410000N 091240000W	12	40470000N 091390000W
13	40455000N 091443000W	14	40380500N 092430000W	15	40313000N 093293000W
16	40550300N 093332500W	17	40564000N 093334500W	18	41040000N 093350000W
19	41100000N 093360000W	20	41260000N 093303000W	21	41335800N 093290600W

b Depiction (keyed to LAT/LONGs).

Chapter 4. NORTHEAST AREA

Section 1. SPARTA - SECTOR #22

4-1-1. Sector Narrative.

The Sparta sector's traffic flow is varied, both as to type of aircraft and direction of flight. Sparta sector's main traffic is departures and arrivals to/from Grand Rapids, Muskegon, Kalamazoo, Lansing, and other smaller airports in southwestern Michigan.

4-1-2. Assignment of Airspace.

During the times the Sparta sector is non-operational, the airspace delegated to the Sparta sector shall become the responsibility of the Squib sector.

During the hours that Muskegon and Grand Rapids Approach Controls are non-operational, the airspace delegated to these facilities shall become the responsibility of the Sparta sector. During the hours that Kalamazoo Approach Control is non-operational, the airspace delegated to Kalamazoo Approach Control becomes the responsibility of the Kelog sector.

4-1-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 128.50/273.525 (PMM)

SBUEC SITE

128.50	Keeler, MI (ELX)
273.525	Keeler, MI (ELX)

Dial Codes - Radar 722
Radar Associate 622
Radar Coordinator 822
Radar Flight Data none
Outside dial - Radar Associate - 56

B Option Lines -LAN AFSS 245-64, GRR TWR 245-20, MKG TWR 245-70,
AZO TWR 245-32, SBN TWR 245-72, MBS TWR 221-80, LAN APCH 221-76

b. Sector Description:

Altitudes - Surface - FL190

* Excluding the airspace delegated to Grand Rapids, Kalamazoo, Muskegon and Lansing Approach Controls.

Approach Controls - Muskegon, Grand Rapids, Saginaw, Lansing, Kalamazoo, and South Bend.

c. NEXRAD WARP Setting: The altitude filter key setting is 000-600.

4-1-4. Procedures.

The Sparta sector shall:

a. Assume control from the Kubbs sector for descent, east of V215, for arrivals landing within Grand Rapids, Muskegon and Kalamazoo Approach Control airspace.

b. Point out to the Squib/Kubbs sector, all westbound departures originating from airports underlying the Sparta sector's lateral limits (and AZO and BTL), requesting FL240 and above. The Sparta sector shall not climb said aircraft above FL190, unless a higher altitude has been coordinated with the Fremont/Pullman sector.

c. Advise Kubbs sector when holding at PMM VOR/DME.

d. Advise Kubbs sector when holding at WLTER intersection.

e. Utilize the following Automated Information Transfer (AIT) procedure for Grand Rapids Approach Control arrivals:

(1) Squib sector shall descend all Grand Rapids Approach Control arrivals, at pilot's discretion to 11,000 feet and then direct a handoff to the Sparta sector.

(2) Sparta sector shall accept the handoff and direct the handoff to Muskegon Approach Control.

(3) After observing the acceptance of the handoff by Muskegon Approach Control, Squib sector shall transfer communications to Muskegon Approach Control.

(4) Any deviation from the above procedure must be verbally coordinated.

f. Utilize the following Automated Information Transfer (AIT) procedure for GRR arrivals, other than Chicago Metropolitan Area departures, over flying Kalamazoo Approach Control airspace:

(1) Kelog sector shall descend GRR arrivals over flying Kalamazoo Approach Control, at pilot's discretion to 11,000 feet and enter this as an interim altitude.

(2) Kelog sector shall then direct a handoff to Sparta sector. Sparta sector shall accept the handoff and redirect the handoff to Kalamazoo Approach Control.

(3) After observing the acceptance of the handoff by Kalamazoo Approach Control, Kelog sector shall transfer communications to Kalamazoo Approach Control.

(4) Any deviation from the above procedure must be verbally coordinated.

g. Utilize the following Automated Information Transfer (AIT) procedure for Chicago Metropolitan Area departures filed north/northeast bound:

(1) The Sweet sector shall initiate a handoff to the Kelog sector.

(2) The Kelog sector shall accept the handoff and initiate a handoff to the Sparta or Pullman sector, as appropriate.

(3) The Sweet sector shall transfer communications to the Sparta or Pullman sector, as appropriate, after they have accepted the handoff, unless prior coordination is effected by the Kelog sector. Kelog and Sweet sectors release control to Sparta/Pullman sector for turns to the left and to Sparta sector (for arrivals within Grand Rapids, Muskegon, Lansing or Saginaw Approach Control airspace) for descent upon completion of radar handoff and communications transfer.

(4) Any deviation from the above procedure must be verbally coordinated.

h. Special Use Airspace:

(1) Hersey MOA operations:

(a) Dissimilar aircraft training.

(b) Air to air combat.

4-1-5. Flight Data Requirements.

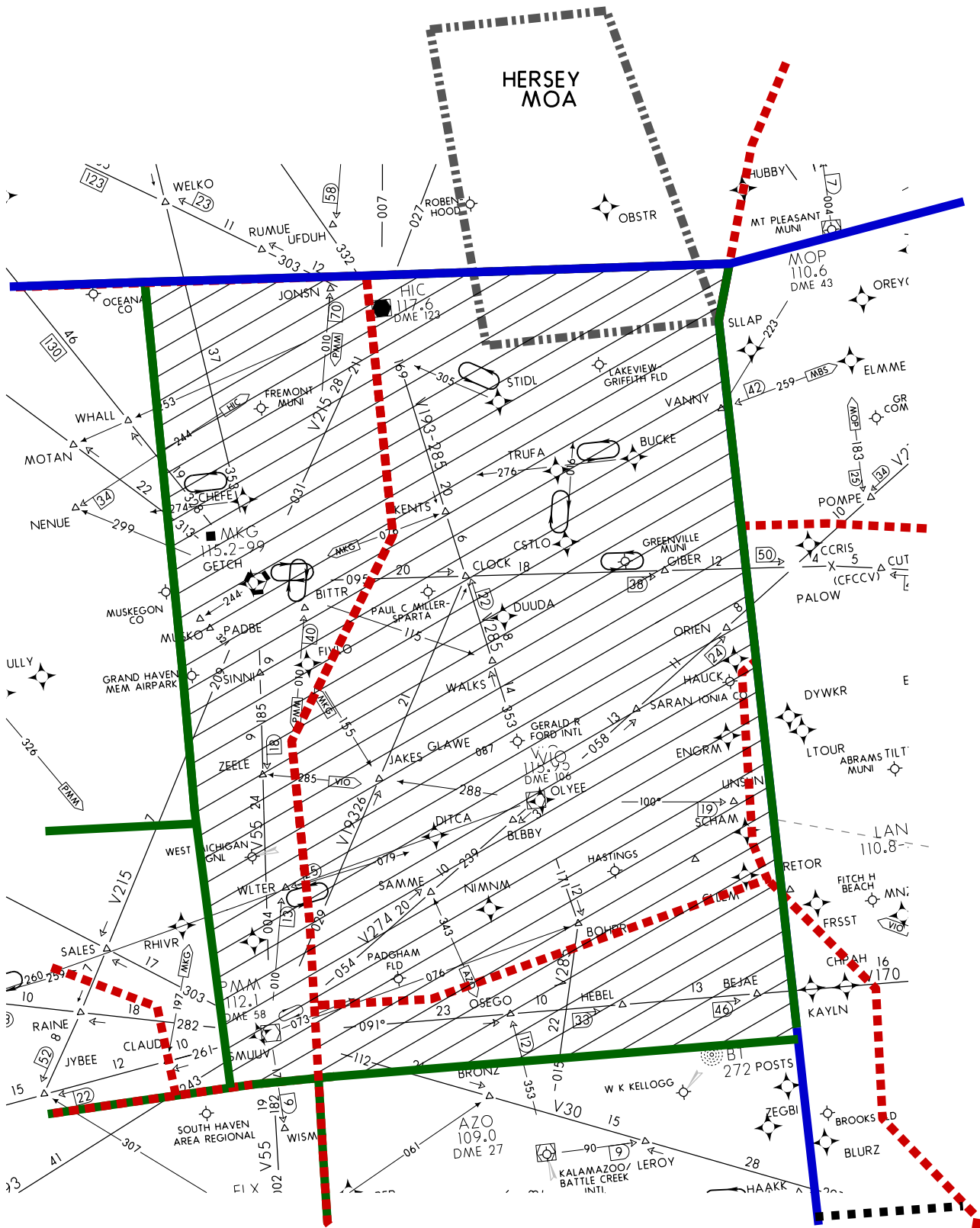
Primary printer location – B212

First Backup – B214

Second Backup – A116

9/13/18

ZAU 7110.2V



SPARTA SECTOR-22

Section 2. EMPIRE - SECTOR #23

4-2-1. Sector Narrative.

The Empire sector's main traffic flow is eastbound/westbound at and above FL330.

4-2-2. Assignment of Airspace.

During the times the Empire sector is non-operational, the airspace delegated to the Empire sector overlying the Fremont sector, shall become the responsibility of the Fremont sector, and overlying the Pullman sector shall become the responsibility of the Pullman sector.

4-2-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 125.975/317.575 (QJH {Jones, Mi.}) During the time the Empire sector is non-operational, the frequency shall be monitored by the Fremont sector.

SBUEC SITE

125.975	Battle Creek, MI (BTL)
317.575	Battle Creek, MI (BTL)

Dial Codes - Radar 723
Radar Associate 623
Radar Coordinator 823
Radar Flight Data 223
Outside dial - Radar Associate - 65

B Option Lines - LAN AFSS 245-64

b. Sector Description:

Altitudes - FL330 - FL999*

c. NEXRAD WARP Setting: The altitude filter key setting is 290-600.

4-2-4. Procedures.

The Empire sector shall:

a. Utilize the following procedure when opening the sector:

- (1) Obtain a briefing from the Fremont sector first.
- (2) Assume control of the airspace that overlies the Fremont sector.
- (3) Select frequencies 125.975/317.575 for use.

- (4) Obtain a briefing from the Pullman sector.
 - (5) Assume control of the airspace that overlies the Pullman sector.
 - (6) When closing the sector, the Pullman portion of the airspace shall be transferred first.
- b.** Assume control for turns to the left, from the Pullman sector on Detroit Metropolitan Area departures routed via the KAYLN SID.
- c.** Ensure RFD arrivals routed over the OBK VORTAC, are descended to FL330 and handed off to the Pullman sector.
- d.** Utilize the following Automated Information Transfer (AIT) procedure for DTW arrivals filed via the KKISS/RKCTY STARs and Detroit satellite arrivals via the RRALF STAR at FL330, when Empire sector is operational:
- (1) The Badger/Horicon sector shall clear the aircraft to cross the Badger/Horicon/Empire sector boundary at FL330. The Badger/Horicon sector shall initiate a handoff to the Empire sector.
 - (2) The Empire sector shall accept the handoff and then initiate a handoff to the Fremont/Pullman sector. Empire sector releases control for turns towards BUCKE waypoint to the Fremont sector on DTW arrivals only.
 - (3) The Badger/Horicon sector shall transfer communications to the Fremont/Pullman sector after observing acceptance of the handoff.
 - (4) Any deviation from the above procedures shall be verbally coordinated.
- e.** The following Automated Information Transfer (AIT) procedures are applicable for the Badger sector on aircraft proceeding in the direction of PMM VOR/DME and traversing the Joliet sector:
- (1) The Badger sector shall initiate a handoff to the Joliet sector.
 - (2) The Joliet sector shall accept the handoff and initiate a handoff to either the Pullman or Empire sector, as appropriate.
 - (3) The Badger sector shall transfer communications to the Pullman or Empire sector, as appropriate, after observing the acceptance of the handoff by the Pullman or Empire sector.
 - (4) The Badger sector shall be responsible for insuring the handoff is accepted by either the Pullman or Empire sector, as appropriate, prior to the Pullman/Empire sector boundary.

(5) Any deviation from the above procedures shall be verbally coordinated.

f. The following Automated Information Transfer (AIT) procedures are applicable for the Horicon sector on aircraft proceeding in the direction of PMM VOR/DME and traversing the McCook sector:

(1) The Horicon sector shall initiate a handoff to the McCook sector.

(2) The McCook sector shall accept the handoff and initiate a handoff to the Empire sector.

(3) The Horicon sector shall transfer communications to Empire sector after observing the acceptance of the handoff by the Empire sector.

(4) The Horicon sector shall be responsible for ensuring the Empire sector accepts the handoff prior to the Empire sector boundary.

(5) Any deviation from the above procedures shall be verbally coordinated.

g. The following Automated Information Transfer (AIT) procedures are applicable for Empire/Pullman sector(s) on aircraft proceeding in the direction of OBK VORTAC and traversing LaGrange/Keeler sector:

(1) The Empire/Pullman sector shall initiate a handoff to the Keeler/LaGrange sector.

(2) The Keeler/LaGrange sector shall accept the handoff and initiate a handoff to the Joliet/McCook sector.

(3) The Empire/Pullman sector shall transfer communications to Joliet/McCook sector after observing the acceptance of the handoff by the Joliet/McCook sector.

(4) Any deviation from the above procedures shall be verbally coordinated.

h. The following Automated Information Transfer (AIT) procedures are applicable for Empire/Pullman sector(s) on aircraft proceeding in the direction of PMM VOR/DME and traversing LaGrange/Keeler sector:

(1) The Joliet/McCook sector shall initiate a handoff to the Keeler/LaGrange sector.

(2) The Keeler/LaGrange sector shall accept the handoff and initiate a handoff to the Empire/Pullman sector.

(3) The Joliet/McCook sector shall transfer communications to Empire/Pullman sector after observing the acceptance of the handoff by the Empire/Pullman sector.

(4) Any deviation from the above procedures shall be verbally coordinated.

i. Special Use Airspace:

(1)R6903:

- (a) Dissimilar aircraft training.
- (b) Air-to-air combat training.
- (c) Live fire and flares.
- (d) Supersonic flight.

4-2-5. Flight Data Requirements.

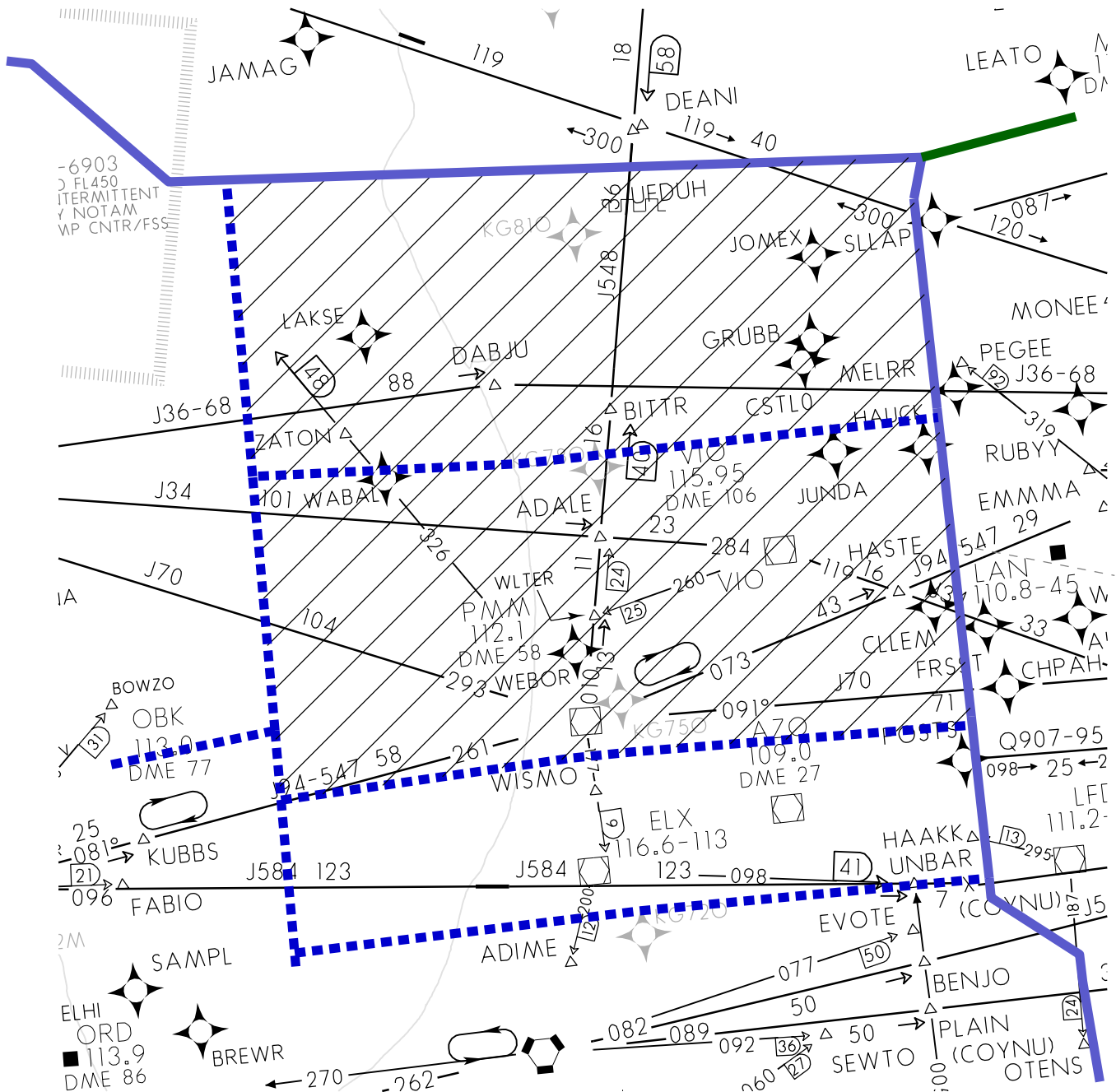
Primary printer location – B216

First Backup – B214

Second Backup – A116

9/13/18

ZAU 7110.2V



EMPIRE SECTOR-23

Section. 3. FREMONT - SECTOR #24

4-3-1. Sector Narrative.

The Fremont High sector's main traffic flow is eastbound/westbound including Detroit Metropolitan Area arrivals and Milwaukee Metropolitan Area arrivals/departures.

4-3-2. Assignment of Airspace.

During the time the Fremont sector is non-operational, the airspace delegated to Fremont shall become the responsibility of the Pullman sector.

4-3-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 132.275/254.35 (MKG)

SBUEC SITE

132.275 Muskegon, MI (MKG)

254.35 Muskegon, MI (MKG)

Dial Codes - Radar 724
Radar Associate 624
Radar Coordinator 824
Radar Flight Data none
Outside dial - Radar Associate - 97

B Option Lines - LAN AFSS 245-64

b. Sector Description:

Altitudes - FL200 - FL320*

* Excluding FL200-FL230 overlying the Squib sector

c. **NEXRAD WARP Setting:** The altitude filter key setting is 000-600.

4-3-4. Procedures.

The Fremont sector shall:

a. Fremont sector shall release control for descent to the Squib sector on all Milwaukee Metropolitan Area arrivals.

b. Advise the Squib and Pullman sectors, when holding at the BITTR or CSTLO intersections.

c. Assume control to climb westbound departures (originating within the Sparta sector's lateral limits and AZO and BTL) above FL190 without coordinating with the Squib sector. Fremont sector shall be responsible for necessary coordination with Traverse City Low sector on these aircraft. The Fremont sector need not point out westbound climbers to the Squib sector since the Sparta sector is required to do so.

d. Ensure that all MSP, STP, LVN, ANE, FCM and MIC arrivals that are routed on the KKILR, EAU or AGUDE STAR are not cleared direct any further than ROBBY intersection.

e. Assume control for turns up to 20° from the Squib sector on Milwaukee Metropolitan Area departures upon completion of a radar handoff and communications transfer.

f. Utilize the following Automated Information Transfer (AIT) procedure for DTW arrivals filed via the KKISS/RKCTY STARs and Detroit satellite arrivals via the RRALF STAR at FL330, when Empire sector is operational:

(1) The Badger/Horicon sector shall clear the aircraft to cross the Badger/Horicon/Empire sector boundary at FL330. The Badger/Horicon sector shall initiate a handoff to the Empire sector.

(2) The Empire sector shall accept the handoff and then initiate a handoff to the Fremont/Pullman sector. Empire sector releases control for turns towards BUCKE waypoint to the Fremont sector on DTW arrivals only.

(3) The Badger/Horicon sector shall transfer communications to the Fremont/Pullman sector after observing acceptance of the handoff.

(4) Any deviation from the above procedures shall be verbally coordinated.

g. Apply the following Automated Information Transfer (AIT) procedure to all Chicago Metropolitan Area departures filed PETTY..HAUCK, or any fix that will track north of HAUCK and traverse the Pullman sector.

(1) Badger sector shall initiate a handoff to the Pullman sector.

(2) Pullman sector shall accept the handoff and initiate a handoff to the Fremont sector.

(3) Badger sector shall transfer communications to the Fremont sector after observing the acceptance of the handoff by the Fremont sector.

(4) Badger sector shall be responsible for insuring the handoff is accepted by the Fremont sector.

(5) The Pullman sector shall release control for climb and turns as far east as direct HOCKE to the Fremont sector.

(6) Any deviation from the above procedures shall be verbally coordinated.

h. Apply the following Automated Information Transfer (AIT) procedure to aircraft in the Badger sector proceeding in the direction of the VIO VOR/DME and traversing the Fremont sector:

- (1) Badger sector shall initiate a handoff to the Fremont sector.
- (2) Fremont sector shall accept the handoff and initiate a handoff to the Pullman sector.
- (3) Badger sector shall transfer communications to the Pullman sector after observing the acceptance of the handoff by the Pullman sector.
- (4) Badger sector shall be responsible for insuring the handoff is accepted by the Pullman sector.
- (5) Any deviation from the above procedures shall be verbally coordinated.

i. Special Use Airspace:

- (1) Sheboygan East and West ATCAA Operations:
 - (a) Refueling (Military Aerial Refueling track AR640 is located within OSH, Sheboygan East and West ATCAAs)
 - (b) Dissimilar aircraft training.
 - (c) Air to air combat training.
- (2) Minnow MOA operations:
 - (a) Dissimilar aircraft training.
 - (b) Air to air combat training.
- (3) R6903:
 - (a) Dissimilar aircraft training.
 - (b) Air to air combat training.
 - (c) Live fire and flares.
 - (d) Supersonic flight.

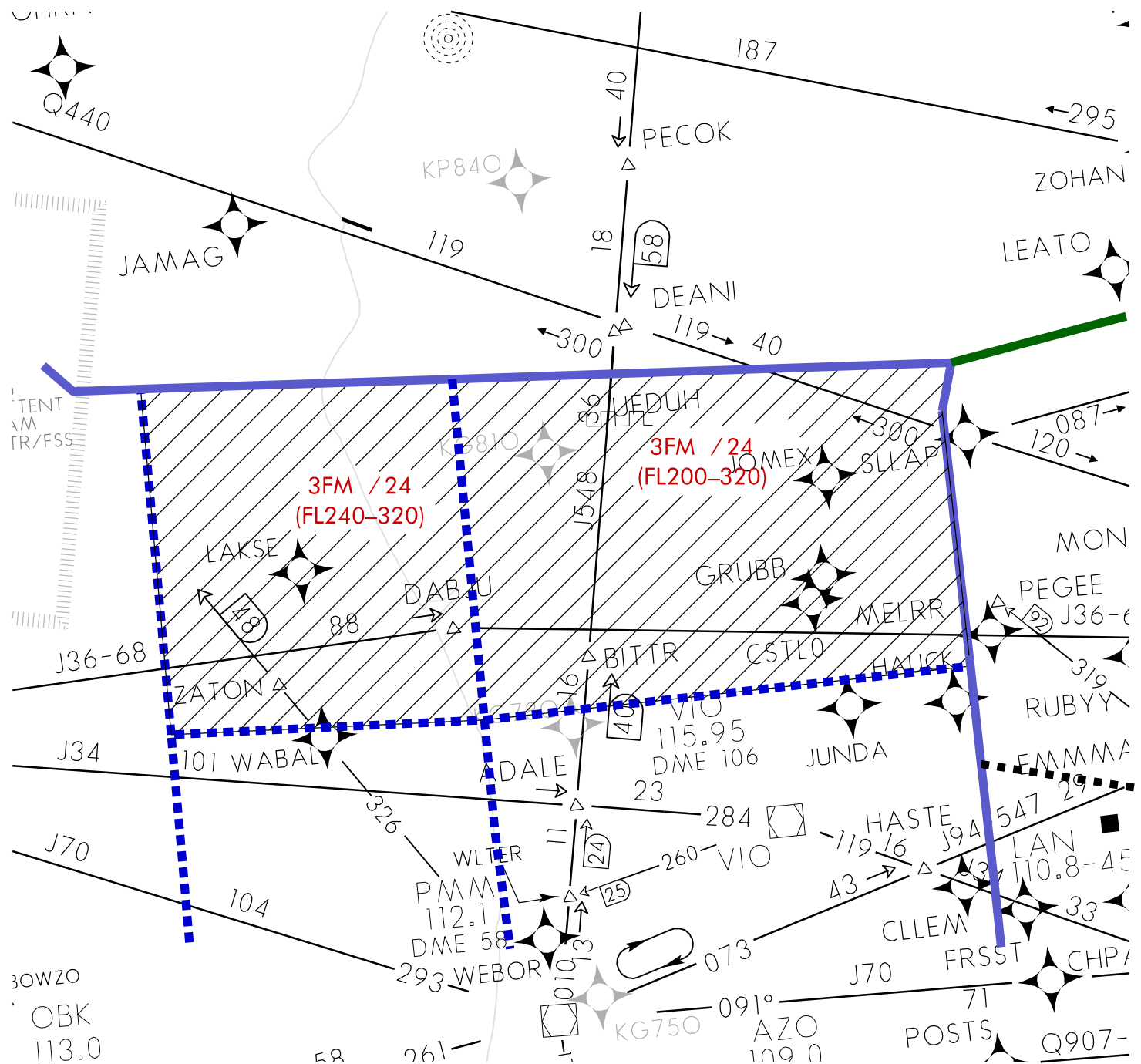
4-3-5. Flight Data Requirements.

Primary printer location – A118

First Backup – A116

Second Backup – B216

ZAU 7110.2V



FREMONT SECTOR-24

Section 4. PULLMAN - SECTOR #25

4-4-1. Sector Narrative.

The Pullman sector's main traffic flow is eastbound/westbound including Chicago Metropolitan Area arrivals, Milwaukee Metropolitan Area arrivals, and Detroit Metropolitan Area departures.

4-4-2. Assignment of Airspace.

During the time the Pullman sector is non-operational, the airspace delegated to the Pullman sector shall become the responsibility of the Kubbs sector.

4-4-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 126.125/319.1 (GRR) During the time the Empire sector is non-operational, the Empire frequency (125.975/317.575) shall be monitored by the Fremont sector.

SBUEC SITE

126.125 Keeler, MI (ELX)

319.1 Keeler, MI (ELX)

Dial Codes - Radar 725
Radar Associate 625
Radar Coordinator 825
Radar Flight Data 225 - Outside Dial Code 27
Outside dial - Radar Associate - 54

B Option Lines - LAN AFSS 245-64

b. Sector Description:

Altitudes - FL200 - FL320*

*Excluding FL200-FL230 overlying the Squib and Kubbs sectors.

c. **NEXRAD WARP Setting:** The altitude filter key setting is 000-600.

4-4-4. Procedures.

The Pullman sector shall:

a. Sequence all ORD arrivals on the WYNDE STAR, at or above FL200.

b. Release control to the Kubbs sector on Chicago Metropolitan Area arrivals, for turns up to 20 degrees, upon completion of radar handoff and communications transfer.

c. Advise the Fremont, Squib and Kubbs sectors when holding is in progress over the WLTER intersection.

d. Assume control to climb westbound departures (originating within the Sparta sector's lateral limits and AZO and BTL), above FL190 without coordinating with the Squib/Kubbs sector. The Pullman sector need not point out westbound climbers to the Squib/Kubbs sector since the Sparta sector is required to do so.

e. Release control for turns to the left to the Keeler, LaGrange and Empire sectors on Detroit Metropolitan Area departures, at or above FL240, routed southwest bound after SMUUV waypoint.

f. Ensure that all MSP, STP, LVN, ANE, FCM and MIC arrivals that are routed on the KKILR, EAU or AGUDE STAR are not cleared direct any further than ROBBY intersection.

g. The Pullman sector may modify fourth line speed and heading data up to the point of communications transfer to the Kubbs sector on Chicago Metropolitan Area arrivals.

h. Assume control for turns up to 20° from the Squib sector on Milwaukee Metropolitan Area departures upon completion of a radar handoff and communications transfer.

i. The following Automated Information Transfer (AIT) procedures are applicable for the Badger sector on aircraft proceeding in the direction of PMM VOR/DME and traversing the Joliet sector:

(1) The Badger sector shall initiate a handoff to the Joliet sector.

(2) The Joliet sector shall accept the handoff and initiate a handoff to either the Pullman or Empire sector, as appropriate.

(3) The Badger sector shall transfer communications to the Pullman or Empire sector, as appropriate, after observing the acceptance of the handoff by the Pullman or Empire sector.

(4) The Badger sector shall be responsible for insuring the handoff is accepted by either the Pullman or Empire sector, as appropriate, prior to the Pullman/Empire sector boundary.

(5) Any deviation from the above procedures shall be verbally coordinated.

j. Utilize the following Automated Information Transfer (AIT) procedure for Chicago Metropolitan Area departures filed north/northeast bound:

(1) The Sweet sector shall initiate a handoff to the Kelog sector.

(2) The Kelog sector shall accept the handoff and initiate a handoff to the Sparta or Pullman sector, as appropriate.

(3) The Sweet sector shall transfer communications to the Sparta or Pullman sector, as appropriate, after they have accepted the handoff, unless prior coordination is effected by the Kelog sector. Kelog and Sweet sectors release control to Sparta/Pullman sector for turns to the left and to Sparta sector (for arrivals within Grand Rapids, Muskegon, Lansing or Saginaw Approach Control airspace) for descent upon completion of radar handoff and communications transfer.

(4) Any deviation from the above procedure must be verbally coordinated.

k. The following Automated Information Transfer (AIT) procedures are applicable for Empire/Pullman sector(s) on aircraft proceeding in the direction of OBK VORTAC and traversing Lagrange/Keeler sector:

(1) The Empire/Pullman sector shall initiate a handoff to the Keeler/Lagrange sector.

(2) The Keeler/Lagrange sector shall accept the handoff and initiate a handoff to the Joliet/McCook sector.

(3) The Empire/Pullman sector shall transfer communications to Joliet/McCook sector after observing the acceptance of the handoff by the Joliet/McCook sector.

(4) Any deviation from the above procedures shall be verbally coordinated.

l. The following Automated Information Transfer (AIT) procedures are applicable for Empire/Pullman sector(s) on aircraft proceeding in the direction of PMM VOR/DME and traversing Lagrange/Keeler sector:

(1) The Joliet/McCook sector shall initiate a handoff to the Keeler/Lagrange sector.

(2) The Keeler/Lagrange sector shall accept the handoff and initiate a handoff to the Empire/Pullman sector.

(3) The Joliet/McCook sector shall transfer communications to Empire/Pullman sector after observing the acceptance of the handoff by the Empire/Pullman sector.

(4) Any deviation from the above procedures shall be verbally coordinated.

m. Apply the following Automated Information Transfer (AIT) procedure to all Chicago Metropolitan Area departures filed PETTY..HAUCK, or any fix that will track north of HAUCK and traverse the Pullman sector:

(1) Badger sector shall initiate a handoff to the Pullman sector.

(2) Pullman sector shall accept the handoff and initiate a handoff to the Fremont sector.

(3) Badger sector shall transfer communications to the Fremont sector after observing the acceptance of the handoff by the Fremont sector.

(4) Badger sector shall be responsible for insuring the handoff is accepted by the Fremont sector.

(5) The Pullman sector shall release control for climb and turns as far east as direct HOCKE to the Fremont sector.

(6) Any deviation from the above procedures shall be verbally coordinated.

n. Apply the following Automated Information Transfer (AIT) procedure to aircraft in the Badger sector proceeding in the direction of the VIO VOR/DME and traversing the Fremont sector:

(1) Badger sector shall initiate a handoff to the Fremont sector.

(2) Fremont sector shall accept the handoff and initiate a handoff to the Pullman sector.

(3) Badger sector shall transfer communications to the Pullman sector after observing the acceptance of the handoff by the Pullman sector.

(4) Badger sector shall be responsible for insuring the handoff is accepted by the Pullman sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

o. Utilize the following Automated Information Transfer (AIT) procedures for DTW arrivals filed via the KKISS/RKCTY STARS and Detroit satellite arrivals via the RRALF STAR at FL330, when Empire sector is operational:

(1) The Badger/Horicon sector shall clear the aircraft to cross the Badger/Horicon /Empire sector boundary at FL330. The Badger/Horicon sector shall initiate a handoff to the Empire sector.

(2) The Empire sector shall accept the handoff and then initiate a handoff to the Fremont/Pullman sector. Empire sector releases control for turns towards BUCKE waypoint to the Fremont/Pullman sector on DTW arrivals only.

(3) The Badger/Horicon sector shall transfer communications to the Fremont/Pullman sector after observing acceptance of the handoff.

(4) Any deviation from the above procedures shall be verbally coordinated.

4-4-5. Flight Data requirements.

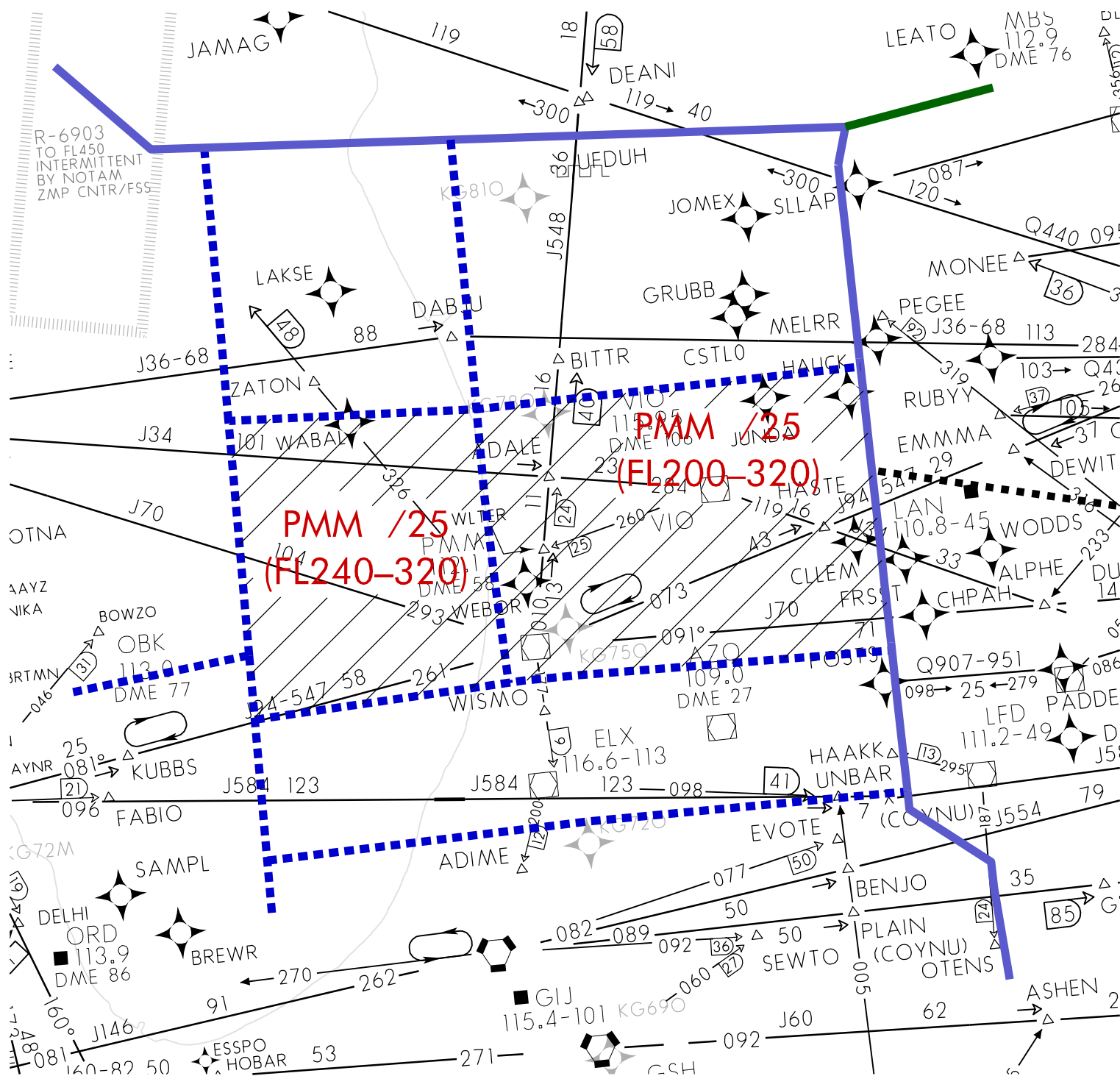
Primary printer location – A116

First Backup – A118

Second Backup – A114

9/13/18

ZAU 7110.2V



PULLMAN SECTOR-25

Section 5. KUBBS - SECTOR #26

4-5-1. Sector Narrative.

The Kubbs sector's main objective is to sequence Chicago Metropolitan Area arrivals.

4-5-2. Assignment of Airspace.

The Kubbs sector remains operational 24 hours a day.

4-5-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 133.200/343.675 (PMM)

Backup Frequency - 128.65/363.125 (ORD)

SBUEC SITE

133.200 Pullman, MI (OBK)

343.675 Pullman, MI (OBK)

Dial Codes - Radar 726

Radar Associate 626

Radar Coordinator 826

Radar Flight Data 226 - Outside Dial Code 24

Outside dial - Radar Associate - 93

B Option Lines - LAN AFSS 245-64

b. Sector Description.

Altitudes - Surface - FL230*

* Excluding the airspace delegated to Chicago and Muskegon Approach Controls.

Approach Controls - Chicago, Milwaukee and South Bend.

c. NEXRAD WARP Setting: The altitude filter key setting is 000-600.

4-5-4. Procedures.

The Kubbs sector shall:

a. Assume control from the Pullman sector on Chicago Metropolitan Area arrivals, for turns up to 20 degrees, upon completion of radar handoff and communications transfer.

b. During holding at WYNDE intersection, the Kubbs sector shall ensure the Squib sector is advised of the holding and the altitudes in use.

c. During holding at PAITN intersection, the Kubbs sector shall ensure the Squib and Sparta sectors are advised of the holding and the altitudes in use.

d. The Pullman sector may modify fourth line speed and heading data up to the point of communications transfer to the Kubbs sector on Chicago Metropolitan Area arrivals.

e. Ensure Chicago Metropolitan North Satellite and Sector 3 arrivals, routed PMM.V193.MUSKY.V100.DEERE..Direct, are handed off to South Bend Approach Control.

f. Expect Milwaukee Metropolitan Area departures, filed over PMM VOR/DME, to be on a 100° heading. Squib sector releases control to the Kubbs sector, for right turns, upon completion of radar handoff and communications transfer.

g. Release control to the Pullman sector on westbound departures (originating within the Sparta sector's lateral limits and AZO and BTL) to climb above FL190. If the Kubbs sector cannot approve a climb above FL190, then the Kubbs sector shall work said aircraft. The Pullman and Fremont sectors need not point out westbound climbers to Squib sector since Sparta sector is required to do so.

h. Assume control for descent (for arrivals within Grand Rapids, Muskegon, Lansing or Saginaw Approach Control airspace) and left turns from the Sweet sector on Chicago Metropolitan Area departures routed to the north/northeast upon completion of radar handoff and communications transfer.

i. Release control to Sparta sector for descent, east of V215, for arrivals landing within Grand Rapids, Muskegon, or Kalamazoo Approach Control airspace.

j. Kubbs Sector shall notify the Sparta sector when South Bend Approach Control Area Z is active/inactive.

4-5-5. Flight Data Requirements.

Primary printer location – A114L

First Backup – A116R

Second Backup – A118R

ZAU 7110.2V



Section 6. SQUIB - SECTOR #27

4-6-1. Sector Narrative.

The Squib sector mainly handles the Milwaukee Metropolitan Area departures and arrivals along with random overflights up to FL230.

4-6-2. Assignment of Airspace.

During the times the Squib sector is non-operational, the airspace delegated to the Squib sector shall become the responsibility of the Kubbs sector.

4-6-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 125.100/290.475 (MKE)

SBUEC SITE

125.100 Muskegon, MI (MKG)

290.475 Muskegon, MI (MKG)

Dial Codes - Radar 727

Radar Associate 627

Radar Coordinator 827

Outside dial - Radar Associate - 98

B Option Lines - LAN AFSS 245-64,MKG TWR 245-70,MKE TWR 286-26

b. Sector Description:

Altitudes - Surface - FL230*

* Excluding the airspace delegated to Milwaukee and Muskegon Approach Controls.

Approach Controls - Milwaukee, Muskegon and Chicago.

c. NEXRAD WARP Setting: The altitude filter key setting is 000-600.

4-6-4. Procedures.

The Squib sector shall:

a. Release control to the Fremont and Pullman sectors on westbound departures (originating within the Sparta sector's lateral limits and AZO and BTL), to climb above FL190. If the Squib sector cannot approve a climb above FL190, then the Squib sector shall work said aircraft. The Pullman and Fremont sectors need not point out westbound climbers to the Squib sector since the Sparta sector is required to do so.

b. Ensure Milwaukee Metropolitan Area departures, filed over PMM VOR/DME, are assigned a 100° heading. Squib sector releases control to the Kubbs sector, for right turns, upon completion of radar handoff and communications transfer.

c. Squib sector shall assume control for descent from the Fremont sector on all Milwaukee Metropolitan Area arrivals.

d. Release control for turns on Milwaukee Metropolitan Area departures for turns up to 20° to the Pullman and Fremont sectors.

e. Utilize the following Automated Information Transfer (AIT) procedure for Grand Rapids Approach Control arrivals:

(1) Squib sector shall descend all Grand Rapids Approach Control arrivals, at pilot's discretion to 11,000 feet.

(2) Squib sector shall then direct a handoff to the Sparta sector. Sparta sector shall accept the handoff and direct the handoff to Muskegon Approach Control.

(3) After observing the acceptance of the handoff by Muskegon Approach Control, Squib sector shall transfer communications to Muskegon Approach Control.

(4) Any deviation from the above procedure must be verbally coordinated.

f. Utilize the following Automated Information Transfer (AIT) procedure to all Chicago Metropolitan Area departures filed over Petty then northeast, requesting FL240 or higher:

(1) Harley sector shall climb departures to FL230, displaying this as an interim altitude in the data block. Harley sector shall initiate a handoff to the Squib sector.

(2) Squib sector shall accept the handoff and initiate a handoff to the Badger sector.

(3) Harley sector shall transfer communications to the Badger sector after observing acceptance of the handoff by the Badger sector.

(4) Any deviation from the above procedure must be verbally coordinated.

g. Special Use Airspace.

(1) Sheboygan East and West ATCAA Operations:

(a) Refueling (Military Aerial Refueling track AR640 is located Refueling (Military Aerial Refueling track AR640 is located within OSH, Sheboygan East and West ATCAAs)

(b) Dissimilar aircraft training.

(c) Air to air combat training.

(2) R6903:

(a) Dissimilar aircraft training.

(b) Air to air combat training.

(c) Live fire and flares.

(d) Supersonic flight.

4-6-5. Flight Data Requirements.

Primary printer location – B214

First Backup – B212

Second Backup – A114

N7110.2V



9/13/18

NORTHEAST Restriction Chart

ZAU 7110.2V

#	Arrival Point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
1	MSN and DLL		To North Area	All		AOB FL320		
2	DTW	ORD, MKE	From Sector 27	RNAV	Direct BUCKE or Direct DUUDA			
3				Non-RNAV	HIC SVM			
4	DTW		From North Area	All	via KKISS/RKCTY STAR	AOB FL330	PORZL or North no further direct than CHEFE	Sectors 60, 61 thru 23 to 24
	Detroit Satellites				Via WEBOR RRALF STAR			
5	Within GRR Approach Control			From Sector 27	All		Pilot's Discretion Descent to 11,000	
6	GRR	Other than ORD Metropolitan Area	From East Area over flying AZO Approach Control	All	Pilot's Discretion Descent to 11,000		Sectors 80 thru 22 to AZO Approach	
7	LAN and TOL		From North Area	All			AOB FL310	
8	MKE Metropolitan Area		AOA FL240 Sector 24 to Sector 27	All	GETCH..LYSTR..SUDDS	Pilot's Discretion Descent to FL240		
9			Requires prior approval from Sector 26	All	BRAVE..EXARR..	Descending to FL240		
10	MKE Metropolitan Area, PWK and UGN		From Sector 81	All	BRAVE..EXARR.. (PWK via BRAVE..EXARR.OBK)	Cross 25NM south of BRAVE AOB FL190, descending to 16,000		
11	ORD		Sector 24 to Sector 25	All	SSW/ODAXY Transition of WYNDE STAR	At or Descending to FL280		
12			Sector 25 to Sector 26	All	WYNDE STAR	Cross WLTER AOB FL240, descending to FL200 or Cross RHIVR at FL200		
13				Non-RNAV	ELX.V100.DEERE			
14	ORD North Satellite or Sector #3		From East Area West of a North/South Line through AZO VOR	RNAV	SMUUV..FIYER..OBK..	AOB FL260 descending to FL240		
15		From East Area East of a North/South Line through AZO VOR	RNAV	SMUUV..FIYER..OBK..	AOB FL280 descending to FL240			
16		Sector 25 to Sector 26		SMUUV..FIYER..OBK.. Or WURKO..OBK..				

NE-1

NE-1

9/13/18

NORTHEAST Restriction Chart

ZAU 7110.2V

#	Arrival Point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
17		ORD Metropolitan Area	From North Area requesting AOB FL230	All	On Course		HARLY releases control for right turn and speed adjustment	
18			From North Area requesting AOA FL240	All	On Course		Sector 60 releases control for turns up to 20 degrees and climb to FL320	
19	RAC, ENW & UGN		From East Area	All	SMUUV..ZEMEL...EXARR	AOB FL280		
20	RFD			All	OBK.V100. RFD..DRCT	AOB FL300	Sector 25 releases control for descent to Sector 83	
21	ARR		Pilot Concurrence Required	ALL	OBK.V100.RFD..V171.JOT			
22	DPA		Pilot Concurrence Required	All				

NE-2

Chapter 5. SOUTHEAST AREA

Section 1. KOKOMO - SECTOR #32

5-1-1. Sector Narrative.

The Kokomo sector's primary traffic flow is from south to north. The Kokomo sector is responsible for initial sequencing of ORD and MDW jet arrivals from the south. Kokomo is the controlling sector for the Hilltop MOA/ATCAA and 12 Mile MOA.

5-1-2. Assignment of Airspace.

During the times the Kokomo sector is non-operational, the airspace delegated to the Kokomo sector shall become the responsibility of the Bearz sector.

During the hours that South Bend Approach Control is non-operational:

a. The Bearz sector shall assume the airspace in Area X as depicted in the Bearz sector – 35 Midnight Configuration Map.

b. The Kelog sector shall assume the airspace in Area Y as depicted in the Bearz sector – 35 Midnight Configuration Map in addition to the airspace underlying the Kelog sector - 80.

During the hours that Grissom RAPCON is non-operational:

The Kokomo and Danville sectors shall assume responsibility for the Grissom RAPCON airspace as depicted in Figure 5-1-2.

5-1-3. Sector Information.

a. Frequency and Dial Codes:

Frequency – 120.97 / 370.85 (QIH)

SBUEC SITE New Paris, IN (QHD)

Dial Codes - Radar - 732
Radar Associate – 632
Radar Coordinator - 832
Radar Flight Data – None
Outside dial, Radar Associate-47
B Option Lines - None

b. Sector Description: Altitudes - Surface to FL230

Excluding airspace delegated to Chicago, Indianapolis, South Bend, Grissom, and Fort Wayne approach controls

Approach Controls – Chicago, Indianapolis, South Bend, Fort Wayne, and Grissom

c. Nexrad Warp settings: The altitude filter key setting is 000-600.

5-1-4. Procedures. The Kokomo sector shall:**a.** Utilize the following holding fixes for ORD arrivals:

(1) VEECK waypoint as published, 12,000 ft-15,000 ft only. Advise Bearz, Peotone, and Danville.

(2) NYLEN waypoint and FRIDG intersection as published. Advise Wolf Lake, Bearz, and Muncie.

(3) HALIE intersection as published with BEARZ coordination. Advise Peotone, Cribb and Danville.

(4) Simultaneous holding at NYLEN and FRIDG / VEECK and FISSK are not authorized.

b. Utilize one primary holding fix for MDW arrivals: FISSK waypoint as published, right turns, 10 DME legs. 11,000 ft. – 15,000 ft. only. Advise the Bearz sector. Additional aircraft may be held at OKK VORTAC (unpublished), south on the 185R, left turns, 10 DME legs. Advise the Danville sector.

c. The Kokomo sector shall coordinate with the Bearz sector regarding ORD traffic flow and the potential need to dynamically reroute aircraft to the WATSN arrival stream.

d. The following Automated Information Transfer (AIT) procedure is applicable to the specified sectors for Chicago Approach Control sectors 2, 3 and North Satellite(no over-water route) arrivals.

(1) The Kokomo sector shall enter either an interim altitude of 11,000 or an assigned altitude of 11,000 and descend aircraft to cross 30 DME east of EON VOR at and maintain 11,000 feet.

(2) The Kokomo sector shall initiate a handoff to the Peotone sector.

(3) If traffic is a factor, the Peotone sector shall verbally coordinate with the Kokomo sector prior to accepting the handoff.

(4) If traffic is not a factor, the Peotone sector shall accept the handoff then initiate a handoff to the Danville sector.

*See Southeast area fix abbreviation table for appropriate fourth line fix abbreviations

(5) When the Danville sector accepts the handoff the Kokomo sector then transfers communications to the Danville sector.

(6) Any deviation from the above procedure shall be verbally coordinated.

e. Hilltop/12-Mile MOA and Hilltop ATCAA.

(1) The Kokomo sector shall be the controlling sector for the Hilltop/12-Mile MOA and Hilltop ATCAA.

(2) The following Hilltop/12-Mile MOA and Hilltop ATCAA notification procedures are applicable:

(a) The MC shall advise ZID MC the Southwest Area, the Southeast Area, the East Area, and the South Area of Hilltop/12 Mile MOA and Hilltop ATCAA scheduled times.

(b) The Wolf Lake sector should receive a call from the aircraft departing FWA Airport five minutes prior to their departure (En route aircraft should advise the Kokomo sector five minutes prior to arrival at the COBRA/FREDM intersection).

(c) The Wolf Lake sector advises the Southeast Operational Supervisor / Controller-in-Charge.

(d) Kokomo sector:

1 Requests 12-Mile/Hilltop MOA airspace from Grissom and South Bend Approach Controls.

2 Notifies Fort Wayne Approach Control.

(e) Operational Supervisor/Controller-in-Charge shall:

1 Canvass the following sectors which effect Hilltop/12-Mile MOA and Hilltop ATCAA: Wolf Lake, Kokomo, Fort Wayne, Bearz, Burbn, and Logan sectors.

2 Request approval from the South and Southwest, and East Area Operational Supervisors/Controllers-in-Charge to activate the Hilltop/12 Mile MOA and Hilltop ATCAA, plus advise Indianapolis ARTCC areas 4 and 5 when Hilltop will be active.

3 Coordinate with the Kokomo sector after 1 & 2 are completed. This shall include the physical point outs of any aircraft that effect Hilltop and/or 12-Mile MOA and Hilltop ATCAA.

4 Operational Supervisor /Controller-in-Charge shall display Hilltop/12 Mile MOA and Hilltop ATCAA status on the ESIS/Status Board.

(f) The Kokomo sector shall activate the Airspace Status Display in EDST.

(g) All Controllers canvassed shall:

1 Advise the Southeast Operational Supervisor/Controller-in-Charge of any traffic effecting Hilltop/12-Mile MOA and Hilltop ATCAA.

2 PVD all targets effecting Hilltop and/or 12-Mile MOA and Hilltop ATCAA to the Kokomo sector.

(h) When the Hilltop/12-Mile MOA and Hilltop ATCAA goes inactive:

1 The Southeast Operational Supervisor/Controller-in-Charge shall notify all Southeast sectors involved, the South, East, and Southwest Operational Supervisors/Controllers-in-Charge and Indianapolis ARTCC areas 4 and 5.

2 The Kokomo sector shall return the 12-Mile/Hilltop MOA airspace to Grissom and South Bend Approach Controls, and notify Fort Wayne Approach Control.

3 The Kokomo sector shall deactivate the Airspace Status Display in EDST.

(i) If any or all of Hilltop/12-Mile MOA and Hilltop ATCAA needs to be recalled, the sector or facility asking for the recall shall notify the Kokomo sector five minutes prior to recall.

(j) The Logan sector shall be responsible for monitoring the Hilltop ATCAA FL240 and above; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL240 or above, the Logan sector shall contact the aircraft directly on frequency 350.35. The Kokomo sector is responsible for monitoring Hilltop ATCAA FL180 through FL230, Hilltop MOA and 12-Mile MOA; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL180 through FL230, Hilltop MOA or 12-Mile MOA, the Kokomo sector shall contact the aircraft directly on frequency 350.35.

5-1-5. Flight Data Requirements.

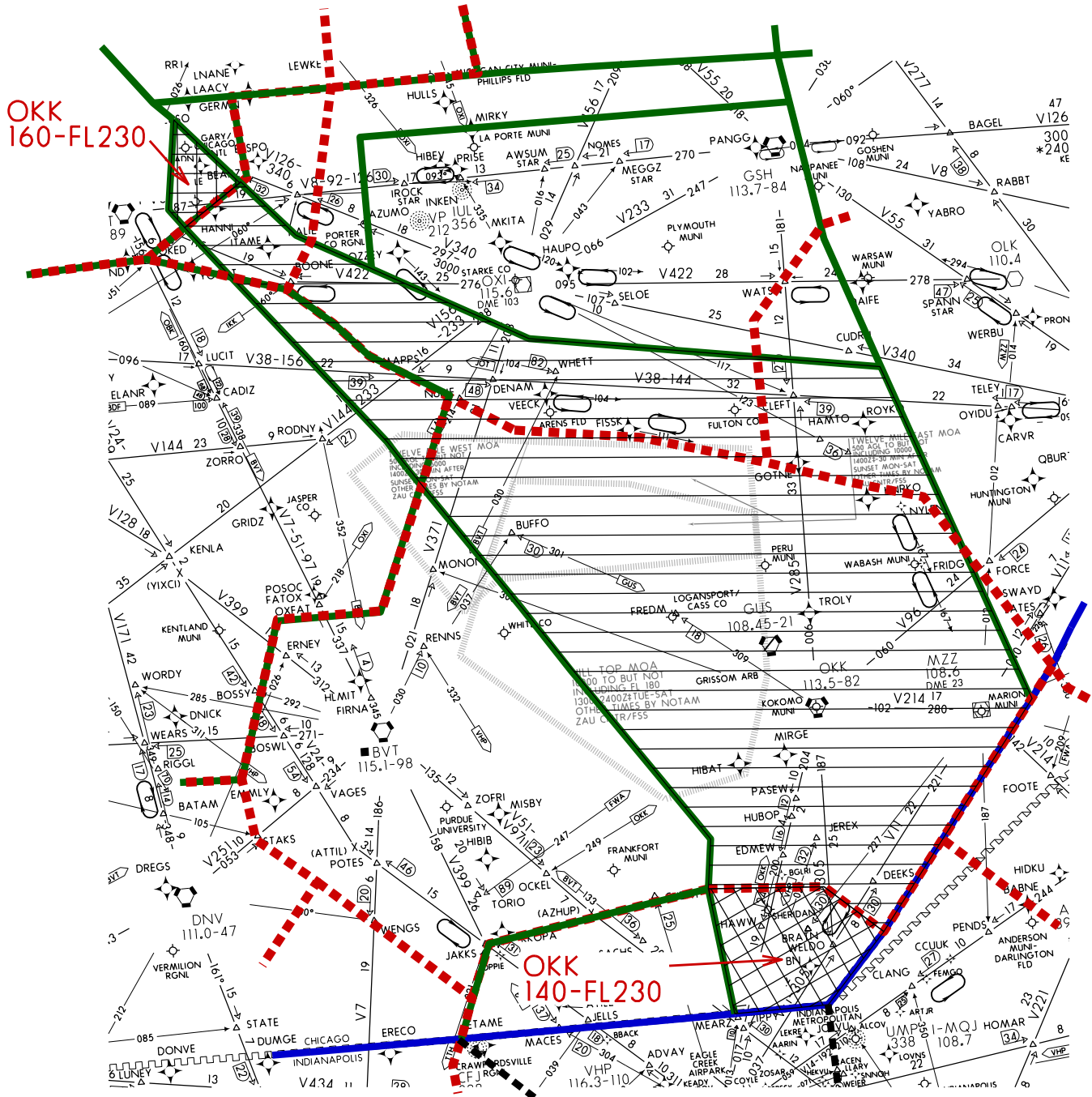
Primary Printer Location – G703

First backup –

Second backup –

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Section 2. BURBN - SECTOR #33

5-2-1. Sector Narrative.

The Burbn sector's primary traffic is a combination of east/west overflights.

5-2-2. Assignment of Airspace.

During the times the Burbn sector is non-operational, the airspace delegated to the Burbn sector shall become the responsibility of the Fort Wayne and Logan sectors, respectively, then the Burbn sector frequency will be monitored by the Logan sector.

5-2-3. Sector Information.

a. Frequency and Dial Codes:

Frequency – 124.825/322.525 (GIJ1)

SBUEC SITE

124.825	Wolf Lake, IN	(OLK)
322.525	Wolf Lake, IN	(OLK)

Dial Codes - Radar - 733
Radar Associate – 633
Radar Coordinator - 833
Radar Flight Data 233
Outside dial – Radar Associate - 99

B Option Lines - ORD APCH 280-84/CAB-97/SUP-85, IKK FSS SUP
226-26/FLT DATA-27/EFAS-28/INFLT-29

b. Sector Description.

Altitudes - FL350 - FL999

Approach Controls – None

c. Nexrad Warp settings: Burbn sector shall use the 320-600 nexrad/warp altitude filter key

5-2-4. Procedures.

The Burbn sector shall:

5-2-5. Flight Data Requirements.

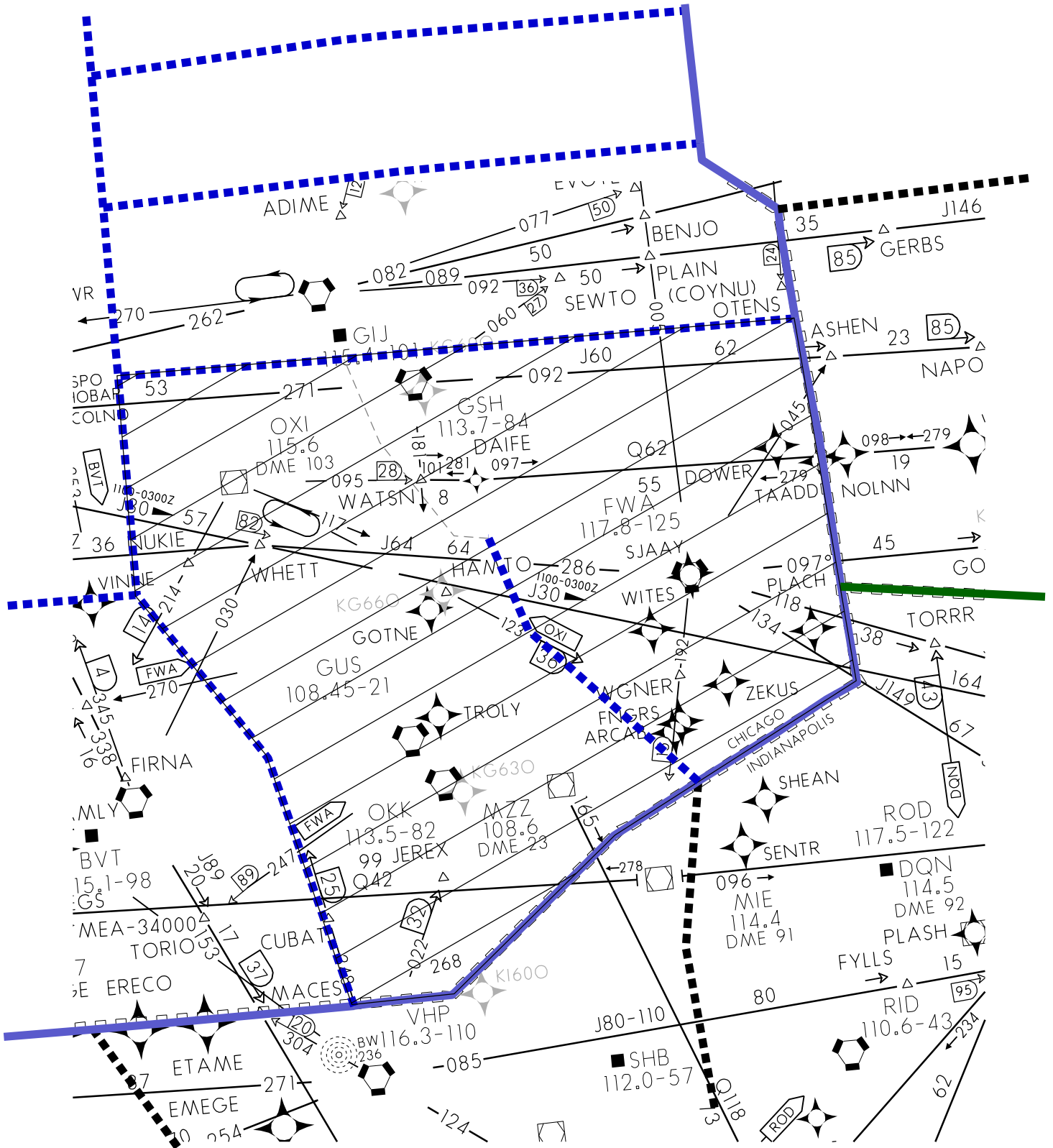
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BURBN SECTOR - 33

Section 3. LOGAN - SECTOR #34

5-3-1. Sector Narrative.

The Logan sector's primary traffic is a combination of east/west overflights along with Chicago and Detroit Metropolitan Area arrivals. The Logan sector also provides initial spacing for both Chicago and Detroit Metropolitan Area arrivals.

5-3-2. Assignment of Airspace.

During the times the Logan sector is non-operational, the airspace delegated to the Logan sector shall become the responsibility of the Fort Wayne sector.

5-3-3. Sector Information.

a. Frequency and Dial Codes

Frequency -125.375/341.700 (QIH)

SBUEC SITE - La Paz, IN (QHE)

Dial Codes - Radar - 734

Radar Associate – 634

Radar Coordinator - 834

Radar Flight Data - None

Outside dial – Radar Associate – 38

B Option Lines - ORD APCH 280-84/CAB-97/SUP-85

IKK FSS SUP 226-26/FLT DATA-27/EFAS-28/INFLT-29

b. Sector Description.

Altitudes - FL240 – FL999

Excluding the airspace at FL240-FL250 overlying the Bearz sector

Excluding the airspace delegated to the Burbn sector

Approach Controls – None

c. Nexrad Warp settings. Logan sector shall use the 220-600 nexrad/warp altitude filter key

5-3-4. Procedures.

The Logan sector shall:

a. Holding fixes for arrivals:

(1) KORD:

(a) NYLEN waypoint and FRIDG intersection as published.

(b) Advise Fort Wayne sector and ZID when holding at NYLEN waypoint or FRIDG intersection.

(c) Simultaneous holding at NYLEN and FRIDG is not authorized

(2) KDTW:

(a) SWAYD waypoint as published.

(b) Advise the FWA Sector and ZID when holding at SWAYD.

b. Use the following Automated Information Transfer (AIT) procedure for Detroit Metropolitan Airport (DTW) arrivals.

(1) The Logan sector shall initiate a handoff to the Fort Wayne sector. The Logan sector shall clear the aircraft to cross JOEBU at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

c. Use the following Automated Information Transfer (AIT) procedure for Detroit Satellite Arrivals:

(1) The Logan sector shall initiate a handoff to the Fort Wayne Sector. The Logan sector shall clear the aircraft to cross QBURT at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

d. Use the following Automated Information Transfer (AIT) procedure for KDET, CYQG and Toledo Area Arrivals from south of the BVT VOR.

(1) The Logan sector shall initiate a handoff to the Fort Wayne Sector. The Logan sector shall clear the aircraft to cross SWAYD at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

e. Hilltop/12-Mile MOA and Hilltop ATCAA.

(1) The Kokomo sector shall be the controlling sector for the Hilltop/12-Mile MOA and Hilltop ATCAA.

(2) The following Hilltop/12-Mile MOA and Hilltop ATCAA notification procedures are applicable:

(a) The MC shall advise ZID MC the Southwest Area, the Southeast Area, the East Area, and the South Area of Hilltop/12 Mile scheduled times.

(b) The Wolf Lake sector should receive a call from the aircraft departing FWA Airport five minutes prior to their departure (En route aircraft should advise the Kokomo sector five minutes prior to arrival at the COBRA/FREDM intersection).

(c) The Wolf Lake sector advises the Southeast Operational Supervisor /Controller-in-Charge.

(d) Kokomo sector:

1 Requests 12-Mile/Hilltop MOA airspace from Grissom and South Bend Approach Controls.

2 Notifies Fort Wayne Approach Control.

(e) Southeast Operational Supervisor /Controller-in-Charge shall:

1 Canvass the following sectors which effect Hilltop/12 Mile MOA and Hilltop ATCAA: Wolf Lake, Kokomo, Fort Wayne, Bearz, Burbn, and Logan sectors.

2 Request approval from the South and Southwest, and East Area Operational Supervisor /Controller-in-Charge to activate the Hilltop/12 Mile MOA and Hilltop ATCAA, plus advise Indianapolis ARTCC areas 4 and 5 when Hilltop will be active.

3 Coordinate with the Kokomo sector after 1 & 2 are completed. This shall include the physical point outs of any aircraft that effect Hilltop/12-Mile MOA and Hilltop ATCAA.

4 Operational Supervisor /Controller-in-Charge shall display Hilltop/12-Mile MOA and Hilltop ATCAA status on the ESIS/Status Board.

(f) The Kokomo sector shall activate the Airspace Status Display in EDST.

(g) All Controllers canvassed shall:

1 Advise the Southeast Operational Supervisor /Controller-in-Charge of any traffic effecting Hilltop/12-Mile MOA and Hilltop ATCAA.

2 PVD all targets effecting Hilltop/12-Mile MOA and Hilltop ATCAA to the Kokomo sector.

(h) When the Hilltop/12-Mile MOA and Hilltop ATCAA goes inactive:

1 The Southeast Operational Supervisor /Controller-in-Charge shall notify all Southeast sectors involved, the South, East, and Southwest Operational Supervisor /Controller-in-Charges and Indianapolis ARTCC areas 4 and 5.

2 The Kokomo sector shall return the 12-Mile/Hilltop MOA airspace to Grissom and South Bend Approach Controls, and notify Fort Wayne Approach Control.

3 The Kokomo sector shall deactivate the Airspace Status Display in EDST.

(i) If any or all of Hilltop/12-Mile MOA and Hilltop ATCAA needs to be recalled, the sector or facility asking for the recall shall notify the Kokomo sector five minutes prior to recall.

(j) The Logan sector shall be responsible for monitoring the Hilltop ATCAA FL240 and above; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL240 or above, the Logan sector shall contact the aircraft directly on frequency 350.35. The Kokomo sector is responsible for monitoring Hilltop ATCAA FL180 through FL230, Hilltop MOA and 12-Mile MOA; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL180 through FL230, Hilltop MOA or 12-Mile MOA, the Kokomo sector shall contact the aircraft directly on frequency 350.35.

5-3-5. Flight Data Requirements.

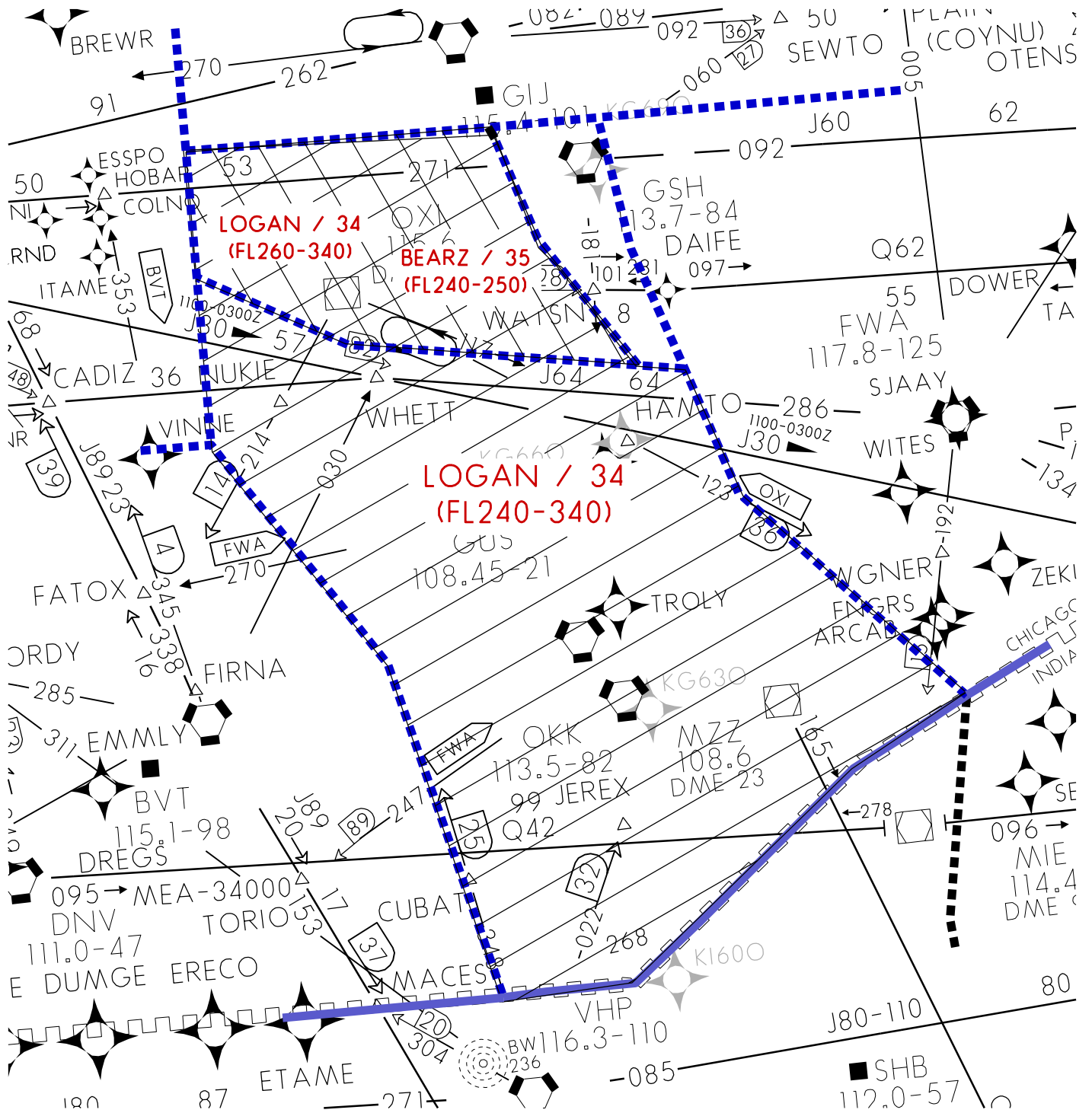
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Second backup –

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LOGAN SECTOR-34

Section 4. BEARZ - SECTOR #35

5-4-1. Sector Narrative.

The Bearz sector's main traffic flow is from the east/southeast to the northwest and is primarily responsible for the sequencing of Chicago O'Hare jet arrivals from the Fort Wayne, Kokomo and Wolf Lake sectors and Midway jet arrivals from the Wolf Lake sector.

5-4-2. Assignment of Airspace.

The Bearz sector is open 24 hours per day.

During the hours that South Bend Approach Control is non-operational:

a. The Bearz sector shall assume the airspace in Area X as depicted in the Bearz sector – 35 Midnight Configuration Map.

b. The Kelog sector shall assume the airspace in Area Y as depicted in the Bearz sector – 35 Midnight Configuration Map in addition to the airspace underlying the Kelog sector - 80.

5-4-3. Sector Information.

a. Frequency and Dial Codes:

Frequency – 134.875/290.25 (AR8)

Backup Frequency – 135.900/314.00 (GSH)

SBUEC SITE - Knox, IN (OXI)

Dial Codes - Radar-735

Radar Associate – 635

Radar Coordinator - 835

Radar Flight Data - 235

Outside dial – Radar Associate - 52

– A side - 35

B Option Lines - ORD APCH 280-84/CAB-97/SUP-85,

IKK FSS SUP 226-26/FLT DATA-27/EFAS-28/INFLT-29,

IND APCH-ARV F/D 230-07/DPT-N-05/CAB-22/ARV COORD-24

b. Sector Description.

Altitudes Surface - FL250 under Fort Wayne and Logan sectors,

Surface – FL230 as appropriate

Excluding airspace delegated to Chicago, South Bend, and Fort Wayne approach controls

Approach Controls - Chicago, South Bend and Fort Wayne approach

c. **Nexrad Warp settings.** Bearz sector shall use the 000-600 nexrad/warp altitude filter key

5-4-4. Procedures.

The Bearz sector shall:

- a.** Utilize the following primary holding fixes for Chicago Metropolitan Area arrivals:
ORD:

(1) HALIE intersection, southeast as published. Advise Kokomo and Peotone sectors. The Bearz sector shall hold 14,000 ft. and above, making 11,000 ft. – 13,000 ft. available to the Kokomo sector to hold ORD arrivals that have progressed the VEECK waypoint.

(2) HAUP0 waypoint, east as published. 16,000 ft. and above only. Advise Kokomo and Wolf Lake sectors.

(3) MKITA waypoint, southeast as published. 16,000 ft. and above only. Advise Kokomo sector.

- b.** Hilltop/12-Mile MOA and Hilltop ATCAA.

(1) The Kokomo sector shall be the controlling sector for the Hilltop/12-Mile MOA and Hilltop ATCAA.

(2) The following Hilltop/12-Mile MOA and Hilltop ATCAA notification procedures are applicable:

(a) The MC shall advise ZID MC the Southwest Area, the Southeast Area, the East Area, and the South Area of Hilltop/12 Mile MOA and Hilltop ATCAA scheduled times.

(b) The Wolf Lake sector should receive a call from the aircraft departing FWA Airport five minutes prior to their departure (En route aircraft should advise the Kokomo sector five minutes prior to arrival at the COBRA/FREDM intersection).

(c) The Wolf Lake sector advises the Southeast Operational Supervisor/ Controller-in-Charge.

(d) Kokomo sector:

1 Requests 12-Mile/Hilltop MOA airspace from Grissom and South Bend Approach Controls.

2 Notifies Fort Wayne Approach Control.

(e) Southeast Operational Supervisor/Controller-in-Charge shall:

1 Canvass the following sectors which effect Hilltop/12-Mile MOA and Hilltop ATCAA: Wolf Lake, Kokomo, Fort Wayne, Bearz, Burbn, and Logan sectors.

2 Request approval from the South and Southwest, and East Area Operational Supervisor/Controller-in-charge to activate the Hilltop/12 Mile MOA and Hilltop ATCAA, plus advise Indianapolis ARTCC areas 4 and 5 when Hilltop will be active.

3 Coordinate with the Kokomo sector after 1 & 2 are completed. This shall include the physical point outs of any aircraft that effect Hilltop and/or 12-Mile MOA and Hilltop ATCAA.

4 Operational Supervisors/Controller-in-Charge shall display Hilltop/12 Mile MOA and Hilltop ATCAA status on the ESIS/Status Board.

(f) The Kokomo sector shall activate the Airspace Status Display in EDST.

(g) All Controllers canvassed shall:

1 Advise the Southeast Operational Supervisor/Controller-in-Charge of any traffic effecting Hilltop/12-Mile MOA and Hilltop ATCAA.

2 PVD all targets effecting Hilltop and/or 12-Mile MOA and Hilltop ATCAA to the Kokomo sector.

(h) When the Hilltop/12-Mile MOA and Hilltop ATCAA goes inactive:

1 The Southeast Operational Supervisor/Controller-in-Charge shall notify all Southeast sectors involved, the South, East, and Southwest Area's Operations Supervisors/Controller-in-charges and Indianapolis ARTCC Areas 4 and 5.

2 The Kokomo sector shall return the 12-Mile/Hilltop MOA airspace to Grissom and South Bend Approach Controls, and notify Fort Wayne Approach Control.

3 The Kokomo sector shall deactivate the Airspace Status Display in EDST.

(i) If any or all of Hilltop/12-Mile MOA and Hilltop ATCAA needs to be recalled, the sector or facility asking for the recall shall notify the Kokomo sector five minutes prior to recall.

(j) The Logan sector shall be responsible for monitoring the Hilltop ATCAA FL240 and above; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL240 or above, the Logan sector shall contact the aircraft directly on frequency 350.35. The Kokomo sector is responsible for monitoring Hilltop ATCAA FL180 through FL230, Hilltop MOA and 12-Mile MOA; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL180 through FL230, Hilltop MOA or 12-Mile MOA, the Kokomo sector shall contact the aircraft directly on frequency 350.35.

5-4-5. Flight Data Requirements.

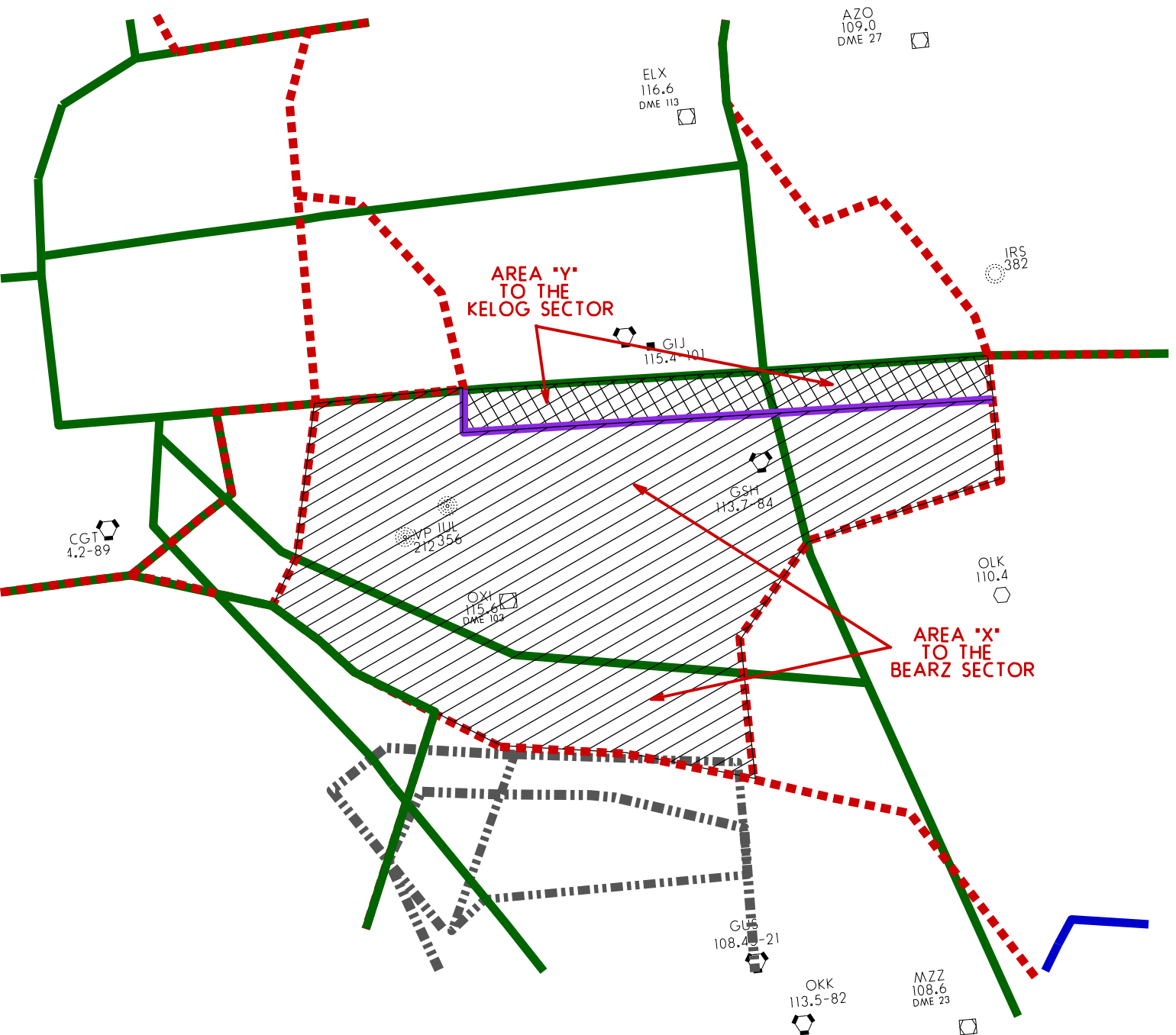
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BEARZ SECTOR-35 MIDNIGHT CONFIGURATION

Section 5. FORT WAYNE - SECTOR #36

5-5-1. Sector Narrative.

The Fort Wayne sector's primary traffic flow is from east to west, transitioning from en route to initial descent and climbing to enroute altitudes. The Fort Wayne sector is responsible for the initial sequencing of Chicago Metropolitan Area arrivals from Cleveland and Indianapolis ARTCC'S.

5-5-2. Assignment of Airspace.

During the times the Fort Wayne sector is non-operational, the airspace delegated to the Fort Wayne sector shall become the responsibility of the Bearz sector.

5-5-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 126.325/323.050 (FWA)

SBUEC SITE - New Paris, IN (QHD)

Dial Codes - Radar - 736

Radar Associate – 636

Radar Coordinator - 836

Radar Flight Data - None

Outside dial, Radar Associate – 23

Radar Flight Data - None

B Option Lines - None

b. Sector Description.

Altitudes - FL240 to FL999

Excluding the airspace at FL240-FL250 overlying the Bearz sector

Excluding the airspace delegated to the Burbn sector

Approach Controls – None

c. Nexrad Warp settings: Fort Wayne sector shall use the 220-600 nexrad/warp altitude filter key

5-5-4. Procedures.

The Fort Wayne sector shall:

a. Utilize the following primary holding fixes for Chicago Metropolitan Area arrivals:

(1) ORD arrivals.

(a) WATSN intersection as published.

(2) MDW arrivals including metropolitan South Satellite arrivals.

(a) GSH VORTAC as published.

(b) PANGG waypoint as published, for MDW arrivals routed on the PANGG RNAV STAR.

(c) Simultaneous holding at WATSN and GSH / WATSN and PANGG is not authorized.

(d) Advise the Bearz, Logan and Gipper sectors when holding.

b. Use the following Automated Information Transfer (AIT) procedure for Detroit Metropolitan Airport (DTW) arrivals.

(1) The Logan sector shall initiate a handoff to the Fort Wayne sector. The Logan sector shall clear the aircraft to cross JOEBU at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

c. Use the following Automated Information Transfer (AIT) procedure for Detroit Satellite Arrivals:

(1) The Logan sector shall initiate a handoff to the Fort Wayne Sector. The Logan sector shall clear the aircraft to cross QBURT at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

d. Use the following Automated Information Transfer (AIT) procedure for KDET, CYQG and Toledo Area Arrivals from south of the BVT VOR.

(1) The Logan sector shall initiate a handoff to the Fort Wayne Sector. The Logan sector shall clear the aircraft to cross SWAYD at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

5-5-5. Flight Data Requirements.

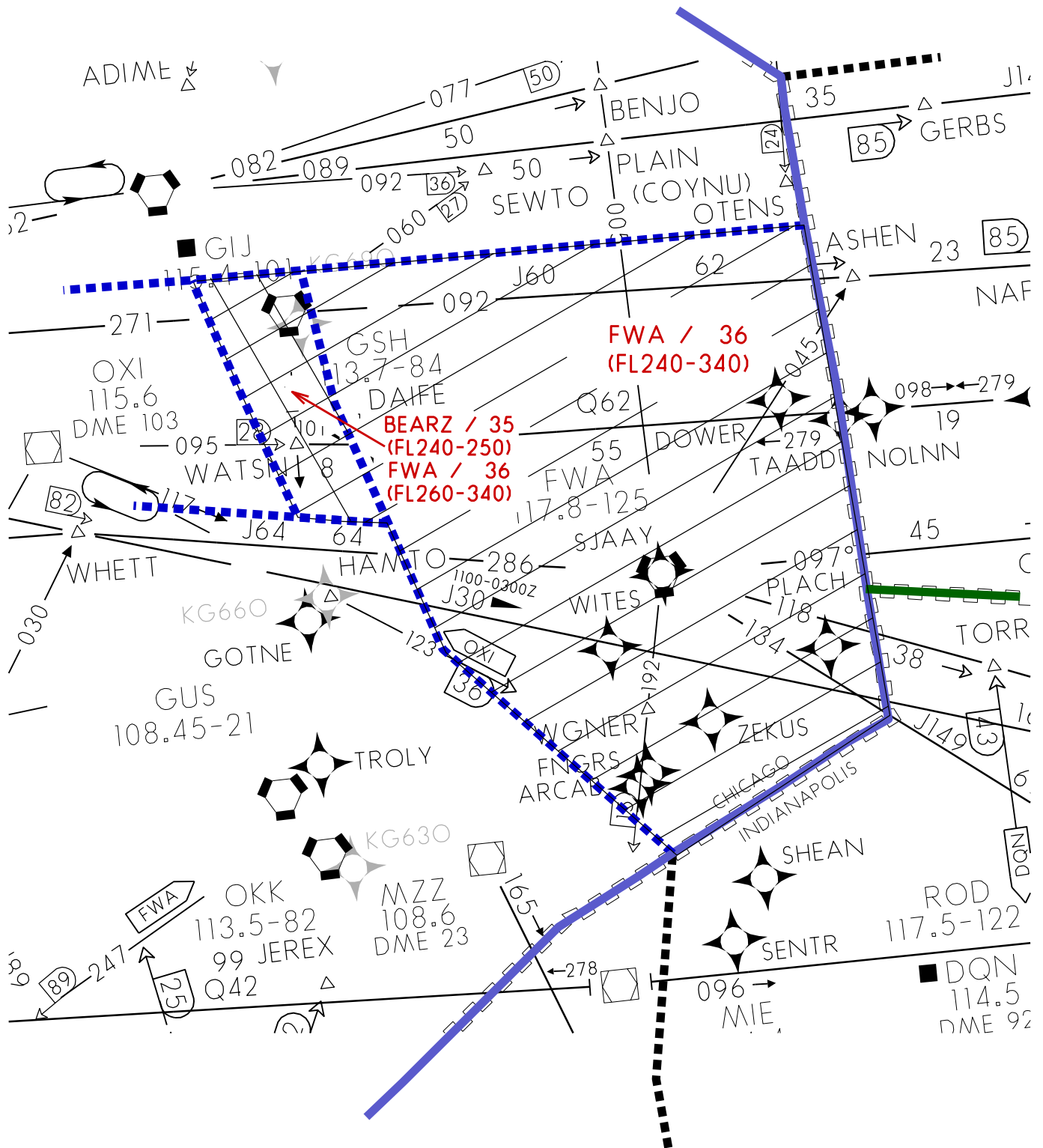
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FWA SECTOR-36

Section 6. WOLF LAKE - SECTOR #37

5-6-1. Sector Narrative.

The Wolf Lake sector is responsible for the sequencing of Detroit Metropolitan Area and Indianapolis Metropolitan Area jet arrivals. Initial sequencing is also accomplished for Chicago Metropolitan Area arrivals.

5-6-2. Assignment of Airspace.

During the times the Wolf Lake sector is non-operational, the airspace delegated to the Wolf Lake sector shall become the responsibility of the BEARZ sector. Assignment to Kokomo sector may be accomplished when deemed operationally beneficial by the Front Line Manager or Controller-in-Charge.

During the hours that South Bend Approach Control is non-operational:

a. The Bearz sector shall assume the airspace in Area X as depicted in the Bearz sector – 35 Midnight Configuration Map.

b. The Kelog sector shall assume the airspace in Area Y as depicted in the Midnight Configuration Map in addition to the airspace underlying the Kelog sector - 80.

5-6-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 119.850/307.375 (FWA)

SBUEC Site - Wolf Lake, IN (OLK)

Dial Codes - Radar - 737

Radar Associate – 637

Radar Coordinator - 837

Radar Flight Data - 237

Outside dial – Radar Associate - 40

B Option Lines - None

b. Sector Description:

Altitudes - Surface - FL230

Excluding airspace delegated to Fort Wayne, South Bend , and Gissom Approach Controls

Approach Controls - Fort Wayne, South Bend, Grissom

c. **Nexrad Warp settings:** The altitude filter key setting is 000-600.

5-6-4. Procedures.

The Wolf Lake sector shall:

* See Southeast area fix abbreviation table for appropriate fourth line fix abbreviations.

a. For Chicago Metropolitan Area:

(1) ORD arrivals: Hold at WATSN intersection as published with coordination with Bearz. Advise OKK sector of holding.

(2) MDW arrivals including metropolitan South Satellite arrivals:

(a) Hold at GSH VORTAC as published.

(b) Hold at PANGG waypoint as published, for MDW arrivals routed on the PANGG RNAV STAR.

(c) Holding at GSH and PANGG is limited to 16,000 and above. Coordinate with the Bearz sector; advise the Cribb and Kelog sectors. The Wolf Lake sector shall retain communications and data block control.

(3) Simultaneous holding at WATSN and GSH / WATSN and PANGG is not authorized.

b. Utilize the following Automated Information Transfer (AIT) procedure for Chicago Metropolitan Area departures, requesting FL230 or below, and then filed southeast bound:

(1) The Cribb sector shall initiate a handoff to the Kelog sector. Non-RNAV equipped aircraft shall be on a heading towards SEWTO intersection.

(2) The Kelog sector shall accept the handoff and reinitiate a handoff to the Wolf Lake sector.

(3) The Cribb sector shall transfer communications to the Wolf Lake sector after they have accepted the handoff, unless prior coordination is effected by the Kelog sector. The Wolf Lake sector has control for right turns on contact.

(4) Kelog sector releases control for descent of Fort Wayne Approach Control arrivals to the Wolf Lake sector on contact.

(5) Any deviation from the above procedure must be verbally coordinated.

c. Use the following Automated Information Transfer (AIT) procedure for Detroit Metropolitan Airport (DTW) arrivals.

(1) The Logan sector shall initiate a handoff to the Fort Wayne sector. The Logan sector shall clear the aircraft to cross JOEBU at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

d. Use the following Automated Information Transfer (AIT) procedure for Detroit Satellite Arrivals:

(1) The Logan sector shall initiate a handoff to the Fort Wayne Sector. The Logan sector shall clear the aircraft to cross QBURT at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

e. Use the following Automated Information Transfer (AIT) procedure for KDET, CYQG and Toledo Area Arrivals from south of the BVT VOR.

(1) The Logan sector shall initiate a handoff to the Fort Wayne Sector. The Logan sector shall clear the aircraft to cross SWAYD at FL240.

(a) If traffic is a factor, the Fort Wayne sector shall verbally coordinate with the Logan sector prior to accepting the handoff.

(b) If traffic is no factor, the Fort Wayne sector controller shall accept the handoff and initiate a handoff to the Wolf Lake sector. The Logan sector shall transfer communications to the Wolf Lake sector after observing the Wolf Lake sector's acceptance of the handoff.

(2) Any deviation from this procedure shall be verbally coordinated.

f. Hilltop/12-Mile MOA and Hilltop ATCAA.

(1) The Kokomo sector shall be the controlling sector for the Hilltop/12-Mile MOA and Hilltop ATCAA.

(2) The following Hilltop/12-Mile MOA and Hilltop ATCAA notification procedures are applicable:

(a) The MC shall advise ZID MC the Southwest Area, the Southeast Area, the East Area, and the South Area of Hilltop/12 Mile MOA and Hilltop ATCAA scheduled times.

(b) The Wolf Lake sector should receive a call from the aircraft departing FWA Airport five minutes prior to their departure (En route aircraft should advise the Kokomo sector five minutes prior to arrival at the COBRA/FREDM intersection).

(c) The Wolf Lake sector advises the Southeast Operations Supervisor/ Controller-in-charge.

(d) Kokomo sector:

1 Requests 12-Mile/Hilltop MOA airspace from Grissom and South Bend Approach Controls.

2 Notifies Fort Wayne Approach Control.

(e) Southeast Operations Supervisor/Controller-in-Charge shall:

1 Canvass the following sectors which effect Hilltop/12-Mile MOA and Hilltop ATCAA: Wolf Lake, Kokomo, Fort Wayne, Bearz, Burbn, and Logan sectors.

2 Request approval from the South and Southwest, and East Area Operations Supervisor /Controller-in-Charge to activate the Hilltop/12 Mile MOA and Hilltop ATCAA, plus advise Indianapolis ARTCC areas 4 and 5 when Hilltop will be active.

3 Coordinate with the Kokomo sector after 1 & 2 are completed. This shall include the physical point outs of any aircraft that effect Hilltop and/or 12-Mile MOA and Hilltop ATCAA.

4 Operations Supervisor /Controller-in-Charge shall display Hilltop/12 Mile MOA and Hilltop ATCAA status on the ESIS/Status Board.

(f) The Kokomo sector shall activate the Airspace Status Display in EDST.

(g) All Controllers canvassed shall:

1 Advise the Operations Supervisor/Controller-in-Charge of any traffic effecting Hilltop/12-Mile MOA and Hilltop ATCAA.

2 PVD all targets effecting Hilltop and/or 12-Mile MOA and Hilltop ATCAA to the Kokomo sector.

(h) When the Hilltop/12-Mile MOA and Hilltop ATCAA goes inactive:

1 The Southeast Operations Supervisor/Controller-in-Charge shall notify all Southeast sectors involved, the South, East, and Southwest Operations Supervisors/Controller-in-charges and Indianapolis ARTCC areas 4 and 5.

2 The Kokomo sector shall return the 12-Mile/Hilltop MOA airspace to Grissom and South Bend Approach Controls, and notify Fort Wayne Approach Control.

3 The Kokomo sector shall deactivate the Airspace Status Display in EDST.

(i) If any or all of Hilltop/12-Mile MOA and Hilltop ATCAA needs to be recalled, the sector or facility asking for the recall shall notify the Kokomo sector five minutes prior to recall.

(j) The Logan sector shall be responsible for monitoring the Hilltop ATCAA FL240 and above; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL240 or above, the Logan sector shall contact the aircraft directly on frequency 350.35. The Kokomo sector is responsible for monitoring Hilltop ATCAA FL180 through FL230, Hilltop MOA and 12-Mile MOA; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL180 through FL230, Hilltop MOA or 12-Mile MOA, the Kokomo sector shall contact the aircraft directly on frequency 350.35.

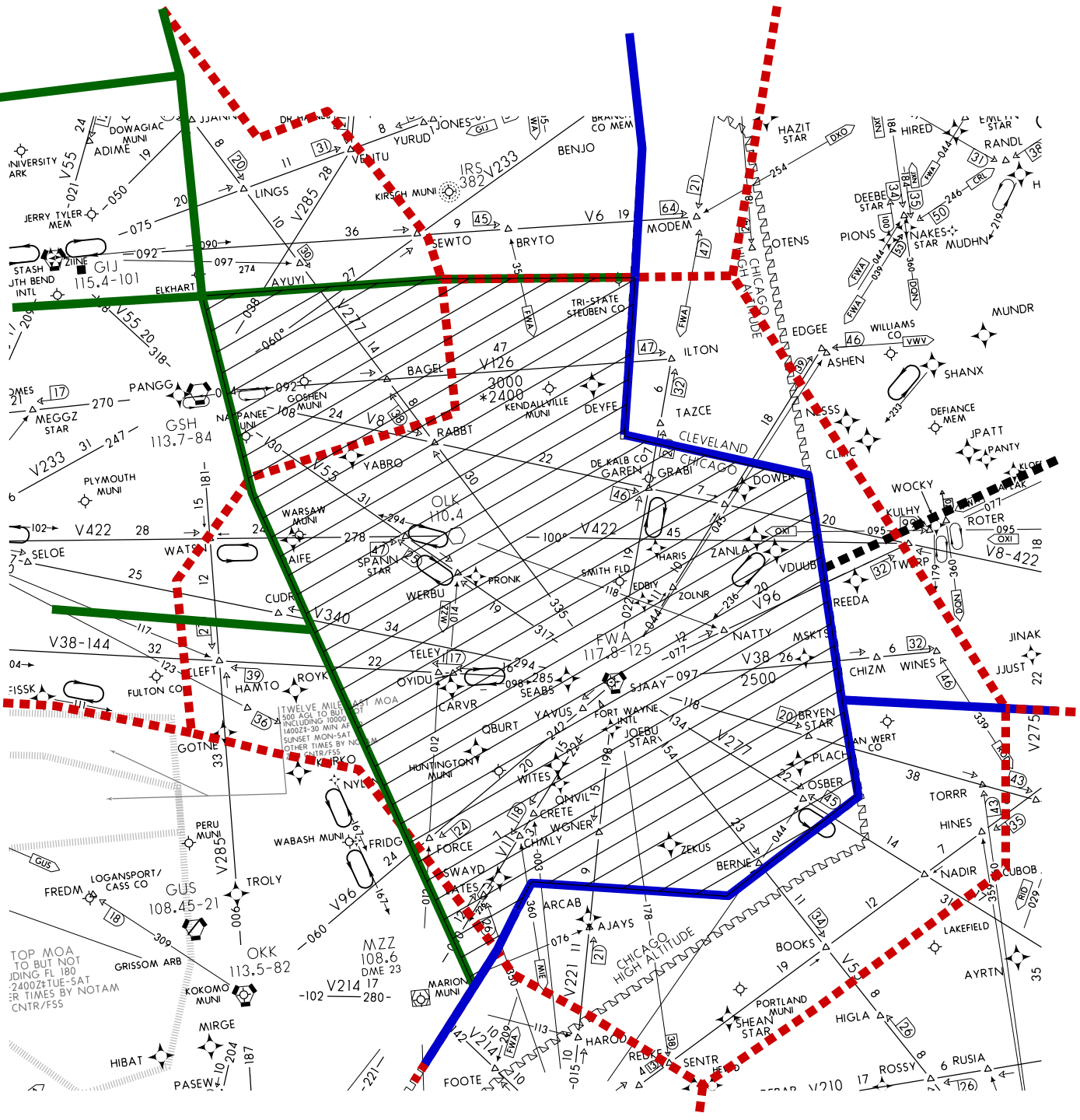
5-6-5. Flight Data Requirements.

Primary printer location – H805R

First backup – H803R

Second backup – H807L

ZAU7110.2V



OLK SECTOR - 37

Section 7. SOUTHEAST AREA EDST

5-7-1. Sector Setup.

The Aircraft List (ACL) shall be the primary EDST display. Other windows can be maximized to obtain/evaluate information briefly.

a. Display Position/Setting.

(1) As per the 7110.65, the EDST flat panel display shall be positioned and the DSR MDM settings shall be adjusted so they are usable by the entire sector team. EDST display shall remain on the default settings.

5-7-2. Aircraft List Settings.

a. Either Posting Mode

b. Sector Position Sort or Time at Sector Boundary (manual controllers choice)

5-7-3. Strip Posting Requirements.

a. A-Side Duties.

(1) Post informational strips in bay at the R-Position. (i.e. flow restrictions, WX routes)

(2) Give PIREPS and SIGMETS to R-side or D-side controller.

(3) During EDST outages, resume normal strip posting.

5-7-4. Sector Operations.

a. Coordination.

(1) D-side pre-coordinated control instruction to be issued by R-side:

(a) Place aircraft data in the Special Attention Area of ACL with coordination entered in the Free Text Area.

(b) The blank strips may also be used as an option.

(c) Verbally bring this coordination to the attention of the R-side.

(d) Following clearance delivery, return aircraft data to normal posting area.

b. Inappropriate Altitude for Direction of Flight Coding (IAFDOF).

(1) Remove shading when IAFDOF coordination is accomplished with the next sector.

c. Unsuccessful Transmission Message (UTM) Coding.

(1) Do not remove yellow UTM coding until all required coordination has been accomplished in accordance with the 7110.65.

d. Heading/Speed Columns.

(1) These columns shall be used to remind sector team of actions taken.

5-7-5. Fourth Line Fix Abbreviations.**a. ORD Arrivals.**

B = BOONE

D = DAIFE

E = ESSPO

H = HULLS

HL = HALIE

HP = HAUPO

K = OXI

M = MKITA

N = NYLEN

P = PRISE

V = VEECK

W = WATSN

b. MDW Arrivals.

B = BAGEL

F = FISSK

G = GSH

HL = HALIE

P = PANGG

V = VEECK

Z = MEGGZ

c. Other

HD = HEVYD

J = JOEBU

QB = QBURT

QV = QNVIL

S = SWAYD

VD = VDUUB

		9/13/18	Southeast Restriction Chart			ZAU 7110.2V			
	Arrival Point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude restrictions	Special	AIT	
1	ORD		Sector 32,35, 37	Prop	GIJ.V526.DEERE..ORD	Descending to 11,000			
2			Sector 34 to sector 32	All	VEECK_STAR	NYLEN @ FL240	Release control for up to 40 degrees left turns.		
3			Sector 32 to sector 35 rerouted/non advanced RNAV	Jets	WEST FLOW Advance RNAV WATSN.WATSN_STAR Non advance RNAV OXI_STAR		Enter reroutes into EDST. Release control for turns and descent to 16,000. Use 4th line coordination.		
4					EAST FLOW Non advance RNAV OXI.V340.HALIE.KORD				
5			Sector 36 to sector 35	Jets	WEST FLOW Advanced RNAV WATSN_STAR	5nm East WATSN @FL250	Enter reroutes into EDST. Release control for turns @ FL250 Direct DAIFE, WATSN, HAUPO, ESSPO, OXI is approved with 4th line coordination or EDST entry Aircraft @FL240 do not have to apreqd.		
6					WEST FLOW Non advanced RNAV OXI_STAR	35nm East OXI @FL250			
7					EAST FLOW Non advance RNAV OXI.V340.HALIE..KORD				
8					EAST FLOW Advance RNAV ESSPO_STAR KORD	5nm East WATSN @FL250			
9			FWA airport	Sector 37 to sector 35	Jets	WEST FLOW Advanced RNAV WATSN.WATSN_STAR - WEST FLOW Non advanced RNAV OXI_STAR - EAST FLOW Non advanced RNAV OXI.V340.HALIE..KORD - EAST FLOW Advanced RNAV ESSPO_STAR		Enter reroutes into EDST. Release control for turns Direct DAIFE, WATSN, HAUPO, ESSPO, OXI is approved with 4th line coordination or EDST entry.	
10						Except for FWA approach departures, point out to sector 36 for sequencing, sector 36 shall advise sequencing, speed and CID to follow Direct DAIFE, WATSN, HAUPO, ESSPO, OXI is approved with 4th line coordination - enter reroutes into EDST.			
11	MDW		Sector 34 to sector 32	All	FISSK_STAR	ZAU/ZID boundary @FL240	Release control for up to 40 degrees left turns.		
12			Sector 36 to sector 37	All	Advance RNAV PANGG_STAR Non advance RNAV GSH_STAR	25nm East PANGG or GSH @FL240 or 5nm E / SE BAGEL @FL240	Release control for turns up to 30 degrees @ FL240. Arrivals can only be cleared direct PANGG or GSH with 4th line coordination or EDST entry.		
13			Sector 37 to sector 35			Descending to 16,000	Release control for descent and turns up to 30 degrees. Arrivals can be cleared direct PANGG or GSH with 4th line coordination or EDST entry.		
14			Sector 80 to sector 37	All	Advance RNAV PANGG_STAR Non advance RNAV GSH_STAR	AOB FL 220	East Area releases control for descent and left turns and/or right turns no further than MEGGZ. ZAU internals may be issued direct PANGG or GSH.		
15									
16	C90 Sector 4 - GYY, 05C, IGO, 3HO		Sector 36 to sector 37	All	GSH_STAR	25nm East GSH @FL240 or 5nm SE BAGEL @FL240	Release control for turns up to 30 degrees @FL240 GSH_STAR arrivals can only be cleared direct GSH with 4th line coordination or EDST entry		
17			Sector 37 to sector 35			Descending to 16,000	Release control for descent and turns up to 30 degrees. Arrivals can be cleared direct GSH with 4th line coordination or EDST entry.		
18			Sector 80 to sector 37	Props	GSH_STAR	AOB 16,000	East Area releases control for descent and left turns and/or right turns no further than MEGGZ. ZAU internals may be issued direct GSH.		
19				Jets		AOB FL220			
20	SE-1								

9/13/18 Southeast Restriction Chart ZAU 7110.2V								
	Arrival Point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude restrictions	Special	AIT
21	Chicago Approach Control sectors 2,3 and North Satellites (no over-water route)		Sector 32 to sectors 44, 57	All	Ensure routed EON.JOT..	30nm East EON @ 11,000		Sector 32 thru sector 44 to sector 57
22	PWK, C81, 10C, 3CK		Southeast area to East Area	RNAV	ensure routed via SMUUV..FIYER..OBK	AOB FL320		
23			Sector 35 to Sector 81 (PWK Arrivals Only)		BREWR..BRAVE..EXARR..OBK(PWK Arrivals Only)	AOB FL230	to be issued by the Southeast Area only	
24			Southeast area to East Area	Non-RNAV	GIJ VORTAC	Cribb/Kellog boundary AOB 11,000		
25					ELX VORTAC	Cribb/Kellog boundary AOB FL180		
26			Sectors 34, 36 to sectors 35, 37		Ensure routed via GIJ or ELX are descended and handed off			
27	RAC, ENW, UGN		Southeast area to East Area	All	SMUUV..ZEMEL..EXARR	AOB FL320		
28			Sector 35 to Sector 81		BREWR..BRAVE..EXARR	AOB FL230	to be issued by the Southeast Area only	
29		Chicago Metropolitan Area Depts	Sectors 80, 81 to sector 37	All	Via SEWTO or GIJ092R036 DME FIX (next fix), flight plan route Non RNAV ac shall be assigned headings towards SEWTO	AOB FL230	Sectors 80, 81 releases control for right turn.	Sector 81 thru sector 80 to sector 37
30							Sector 80 releases control for right turn and descent on Fort Wayne Approach Control Arrivals.	
31			Sectors 89, 85 to sectors 36, 33		Via SEWTO or GIJ092R036 DME FIX (next fix), flight plan route Non RNAV ac shall be assigned headings towards SEWTO		Release control for right turn.	
32		SBN, EKM	Sector 35 to sector 37	All		Climbing to 15,000 or req alt whichever is lower	Release control for climb to hard altitude forwarded by NAS stage A at handoff.	
33	Chicago Approach Control overflights		Sectors 35, 32, 37	All	Routed to circumnavigate Chicago Approach Control	Overflights that are AOB 15,000		
34	CMI, TIP		Sector 33 to sector 34	All			Descend to FL350 and handoff to Logan sector	
35			Sector 34 to South Area			AOB FL300 prior to Boiler sector boundary	Release control to Sector 46 for descent and 30° turns	
36	Columbus Metropolitan Area	Chicago Metropolitan Area Depts	Sector 89 to sectors 34,36	All	FWA-GUNNE_STAR	AOB FL290		
37			89 to sectors 34, 36	All		AOB FL330		
38			Sector 36 to sector 37	All		FWA VORTAC @ FL240 or Direct BRYEN and Cross 10 miles NW of BRYEN @ FL 240	Release control to cross BRYEN at or below FL 230	
39	CMH, LCK, & OSU		Sector 46, 47 to Sector 34	All	JADUB.GUNNE STAR	AOB FL330	For VHP..GUNNE STAR arrivals south of the BVT VORTAC cleared via JADUB per the ZID/ZAU LOA. Sector 47 releases control to sector 34 east of J89 for descent to FL310.	
40	Dayton Approach Control Area		Sector 83 to sector 34		FWA..ROD	AOB FL330		
41			Sector 89 to sectors 34,36			AOB FL290		
42			Sector 47 to sector 34	All		AOB FL330	Only DAY included	
43			Sector 36 to sector 37			25nm arc west FWA VORTAC @FL240		
44		Chicago Metropolitan Area Depts	Sector 80 to sector 37			AOB F230		

		19/13/18 Southeast Restriction Chart				ZAU 7110.2V		
	Arrival Point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude restrictions	Special	AIT
45	DET, YQG and TOL		Sector 34 to sectors 36, 37	All		Cross SWAYD @FL240	Handoff to sector 36, Transfer communications to sector 37 after acceptance of handoff.	Sector 34 thru sector 36 to sector 37
46			Sector 83 to sector 34			AOB FL330		
47			Sector 47 to sector 34	All		AOB FL330		
48	DTW, PTK, YIP		Sector 34 to sectors 36, 37	All		JOEBU or QBURT @FL240	Handoff to sector 36, transfer communications to sector 37 after acceptance of handoff.	Sector 34 thru sector 36 to sector 37
49			Sector 32 to sector 37				Point out KDTW arrivals to sector 34 for sequencing, sector 34 shall advise sequencing, speed and CID to follow.	
50			Sector 83 to sector 34			AOB FL330		
51			Sector 47 to sector 33, 34	All		AOB FL330	YIP & PTK-applies to arrivals that enter Sector 34 North of Q42.	
52	GRR, MKG, FFX		Sector 33 to sector 34,36	All			Descend to FL350 and handoff to the sector 34 or sector 36.	
53			Sector 34 to sector 89			Sector 89 boundary @FL260		
54			Sector 36 to sector 89			Prior to J60 AOB FL260	Release control to FL240 north of the centerline of J60.	
55	BIV, AZO, BTL, BEH, LAN, LWA		Sector 33 to sector 34,36	All			descend to FL350	Handoff to sector 34, 36.
56	Milwaukee Metropolitan Area		Southeast area to East Area	All	GETCH..LYSTR..SUDDS			
57			Sector 35 to Sector 81		BREWR..BRAVE..EXARR	AOB FL 230	to be issued by the Southeast Area only	
58	MKE Metropolitan, PWK and UGN		Sector 33 to Sector 47				Sector 33 releases control to Sector 47 for left turns and descent to FL350	
59	MSP	PIT/CLE	Sector 33 to sector 85	All	GSH..BAE or GSH..KAMMA		Release control for right turns.	
60			Sector 36 to sectors 89,85				Release control for right turns.	
61	STL or overflying STL VORTAC		Sector 33, 34 to sector 46, 47	All			Release control for left turns west of the sector 36 sector 34 boundary.	

SE-3

Chapter 6. SOUTH AREA

Section 1. NEWTT - SECTOR #43

6-1-1. Sector Narrative.

Newtt sector's main traffic flow is south departures from the Chicago Metropolitan Area.

6-1-2. Assignment of Airspace.

During the hours that Newtt sector is non-operational, the airspace delegated to Newtt sector shall become the responsibility of the Peotone sector.

6-1-3. Sector Information.

a. Frequency and Dial Codes:

Frequency – 119.95 / 353.70 (PNT)

SBUEC SITE

119.95 Aroma Park, IL (DG8)

353.70 Aroma Park, IL (DG8)

Dial Codes - Radar 743
 Radar Associate 643
 Radar Coordinator 843

Outside dial - Radar Associate - 83

b. Sector Description:

Altitudes - 11,000 - FL230*

* Excluding that airspace delegated to Chicago Approach Control.

c. NEXRAD WARP Setting: The altitude filter key setting is: 000 - 600

6-1-4. Procedures.

a. The Newtt sector shall:

(1) Assume control from the Harly sector for turns up to 30 degrees on Milwaukee Metropolitan area departures south of an east/west line through the OBK VORTAC.

(2) Release control to the Plano Sector on ORD arrivals upon receipt of a radar handoff and transfer of communications for left turns, descent and for speed adjustment and also at or below 16,000 for right turns no further east than direct TRTLL waypoint.

(3) Release control to the Lincoln sector for right turns up to 30 degrees and descent on Chicago Metropolitan Departures.

(4) Release control for right turns up to 30 degrees to the Streator Sector on Bloomington arrivals upon receipt of a radar handoff and transfer of communications.

(5) Assume control for turns up to 30 degrees from the Streator sector on Bloomington departures upon receipt of a radar handoff and transfer of communications.

b. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for Chicago Metropolitan Area arrivals filed over the PNT VORTAC.

(1) The Lincoln sector shall initiate a handoff to the Newtt sector.

(2) If traffic is a factor, the Newtt sector shall verbally coordinate with the Lincoln sector prior to accepting the handoff.

(3) If traffic is not a factor, Newtt shall accept the handoff and then initiate a handoff to the Plano sector. The Newtt sector releases control for left turns up to 30 degrees and speed adjustment to the Plano sector upon transfer of radar identification to the Plano sector.

(4) When the Plano sector accepts the handoff, the Lincoln sector then transfers communications to the Plano sector.

(5) The Lincoln sector shall retain radar identification and a full data block of the arrival until it enters the Plano sector. The Newtt sector will not be required to point out these aircraft to the Lincoln sector.

(6) Any deviation from the above procedure shall be verbally coordinated.

c. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for CMI arrivals.

(1) The Newtt sector shall enter either an interim altitude of 11,000 or an assigned altitude of 11,000.

(2) The Newtt sector shall initiate a handoff to the Lincoln sector.

(3) If traffic is a factor, the Lincoln sector shall verbally coordinate with Newtt sector prior to accepting the handoff.

(4) If traffic is not a factor, the Lincoln sector shall accept the handoff then initiate a handoff to Champaign Approach Control.

(5) When Champaign Approach Control accepts the handoff, the Newtt sector then transfers communications to Champaign Approach Control.

(6) Any deviation from the above procedure shall be verbally coordinated.

d. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for Chicago Approach Control Sector 4 arrivals.

(1) The NEWTT sector shall cross 20 SW LUCIT INT at 11,000.

(2) The NEWTT sector shall initiate a handoff to the Peotone sector.

(3) If traffic is a factor, the Peotone sector shall verbally coordinate with the NEWTT sector prior to accepting the handoff.

(4) If traffic is not a factor, the Peotone sector shall accept the handoff then initiate a handoff to the Danville sector.

(5) When Danville sector accepts the handoff the NEWTT sector then transfers communications to Danville sector.

(6) Any deviation from the above procedure shall be verbally coordinated.

e. The following pre-arranged coordination procedures for Chicago Metropolitan Area departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Newtt, Peotone, Roberts, Boiler, and Joliet sectors:

(1) The Newtt sector shall release control to the Roberts sector for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(2) The Roberts sector shall assume control from the Newtt sector for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(3) The Peotone sector shall release control to the Boiler sector for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(4) The Boiler sector shall assume control from the Peotone sector for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the South Departure Climb Corridor.

(5) The Roberts sector shall assume control from the Joliet sector to climb the departures to FL290 within the South Departure Climb Corridor.

(6) The Joliet sector shall release control to the Roberts sector to climb the departures to FL290 within the South Departure Climb Corridor.

(7) The Boiler sector shall assume control from the Joliet sector to climb the departures to FL290 within the South Departure Climb Corridor.

(8) The Joliet sector shall release control to the Boiler sector to climb the departures to FL290 within the South Departure Climb Corridor.

(9) The Joliet sector shall point out to the Roberts and Boiler sectors all aircraft at or below FL290 that traverse the South Departure Climb Corridor. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Joliet sector from FL240 through FL290 is the Joliet sector's airspace.

(10) The Roberts and Boiler sectors are authorized to enter the Joliet sector with Chicago Metropolitan Area departures established within the lateral and vertical limits of the South Departure Climb Corridor while climbing said departures to FL290.

(11) Any deviation from the above procedures shall be verbally coordinated.

f. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the, Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

(1) The Peotone sector:

(a) is authorized to enter the Danville and Lincoln sectors with Chicago Metropolitan Area Departures requesting FL240 and above, while climbing said departures to FL230, provided aircraft are established within the lateral and vertical limits of the South Departure Climb Corridor. The Peotone sector shall assume separation responsibility of known traffic, unless otherwise coordinated.

(b) shall point out to the Danville and/or Lincoln sectors, as appropriate, aircraft which do not enter the Danville and/or Lincoln sectors within the confines of the South Departure Climb Corridor at or above FL190.

(c) shall point out to the Newtt sector Peotone sector aircraft that will traverse the Newtt Section of the South Departure Climb Corridor.

(2) The Newtt sector:

(a) is authorized to enter the Lincoln and Danville sectors with Chicago Metropolitan Area Departures requesting FL240 and above, while climbing said departures to FL230, provided aircraft are established within the lateral and vertical limits of the South Departure Climb Corridor. The Newtt sector shall assume separation responsibility of known traffic, unless otherwise coordinated.

(b) shall point out to the Lincoln and/or Danville sectors, as appropriate, aircraft which do not enter the Lincoln and/or Danville sectors within the confines of the South Departure Climb Corridor at or above FL190.

(c) shall point out to the Peotone sector Newtt sector aircraft that will traverse the Peotone Section of the South Departure Climb Corridor.

(3) The Danville sector shall:

(a) point out to the Peotone sector all Danville sector aircraft from FL180 through FL230 that will traverse the Peotone Section of the South Departure Climb Corridor, with the exception of those aircraft traversing the corridor from the Lincoln or Peotone sectors. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Danville sector from FL190 through FL230 is the Danville sector's airspace.

(b) point out to the Newtt sector all Danville aircraft FL180 through FL230 that will traverse the Newtt section of the South Departure Climb Corridor.

(4) The Lincoln sector shall:

(a) point out to the Newtt sector all Lincoln sector aircraft from FL180 through FL230 that will traverse the Newtt Section of the South Departure Climb Corridor, with the exception of those aircraft traversing the corridor from the Danville or Newtt sectors. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Lincoln sector from FL190 through FL230 is the Lincoln sector's airspace.

(b) point out to the Peotone sector all Lincoln sector aircraft from FL180 through FL230 that will traverse the Peotone Section of the South Departure Climb Corridor.

(5) The Boiler sector shall assume control from the Peotone and Danville sectors for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the Peotone Section of the South Departure Climb Corridor.

(6) The Roberts sector shall assume control from the Newtt and Lincoln sectors for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the Newtt Section of the South Departure Climb Corridor.

(7) Any deviation from the above procedures shall be verbally coordinated.

g. Special Use Airspace.

(1) Windy City Bravo ATCAA operations:

(a) Active Air Defense Missions.

(b) Intercept training.

(c) VIP Support

(d) Live fire and flares.

(e) Supersonic flight.

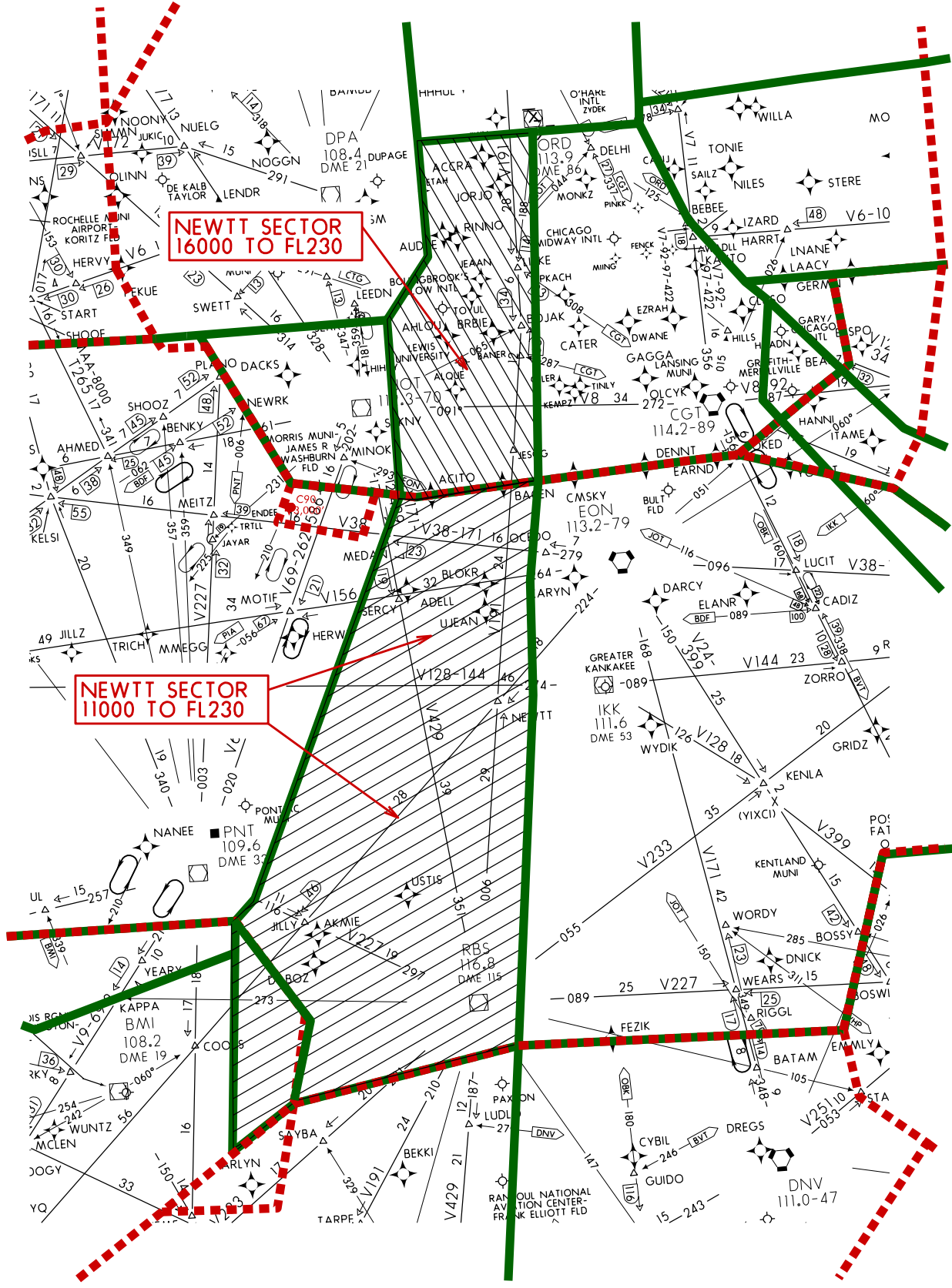
6-1-5. Flight Data Requirements.

Primary printer location – E502L

First Backup – E506L

Second Backup – F601R

ZAU 7110.2V



NEWTT SECTOR - 43

Section 2. PEOTONE - SECTOR #44**6-2-1. Sector Narrative.**

Peotone sector's main traffic flow is south departures from the Chicago Metropolitan Area.

6-2-2. Assignment of Airspace.

Peotone sector is operational 24 hours.

6-2-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 120.125/256.800 (IKK)
132.950/318.800 (CGT)

SBUEC SITE

120.125	Peotone, IL (EON)
256.800	Peotone, IL (EON)
132.950	St. John, IN (AS8)
318.800	St. John, IN (AS8)

Dial Codes - Radar 744
Radar Associate 644
Radar Coordinator 844
Radar Flight Data 244
Outside dial - Radar Associate - 45

b. Sector Description.

Altitudes - 11,000 - FL230*

* Excluding that airspace delegated to Chicago Approach Control.

c. NEXRAD WARP Setting: The altitude filter key setting is: 000 - 600

6-2-4. Procedures.**a. The Peotone sector shall:**

(1) Assume control from the Danville sector on Chicago Metropolitan Area arrivals routed via the JOT VORTAC upon completion of a radar handoff and transfer of communications.

(2) Release control to the Danville sector for descent on Indianapolis Terminal Airport arrivals upon completion of a radar handoff and communications transfer or upon Peotone sector approval of point-out from the Danville sector.

(3) Release control to the Danville sector for descent and left turns up to 30 degrees on Chicago Metropolitan departures upon completion of a radar handoff and communications transfer.

(4) Assume control from the Harly sector for turns up to 30 degrees on Milwaukee Metropolitan Area departures south of an east/west line through the OBK VOR/DME.

(5) Release control to the Danville sector for descent on SDF arrivals south of Q42 upon completion of a radar handoff and communications transfer.

(6) Release control to the Danville sector for turns and descent on CVG arrivals south of Q42 upon completion of a radar handoff and communications transfer.

(7) Release control to the Danville sector for right turns up to 30 degrees on Chicago Approach Control Sector 4 arrivals upon completion of a radar handoff and communications transfer.

b. For Indianapolis Terminal Airport arrivals from the Peotone sector to the Danville sector - the data block shall accurately reflect aircraft's altitude assignment and acceptance of a handoff constitutes approval of altitude information and serves as valid coordination, to include Inappropriate Altitude for Direction of Flight (IAFDOF) and aircraft in a transitional stage of flight.

c. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for CMI arrivals:

(1) The Peotone sector shall enter either an interim altitude of 11,000 feet or an assigned altitude of 11,000 feet.

(2) The Peotone sector shall initiate a handoff to the Danville sector.

(3) If traffic is a factor, the Danville sector shall verbally coordinate with the Peotone sector prior to accepting the handoff.

(4) If traffic is not a factor, the Danville sector shall accept the handoff then initiate a handoff to Champaign Approach Control.

(5) When Champaign Approach Control accepts the handoff, the Peotone sector then transfers communications to Champaign Approach Control.

(6) Any deviation from the above procedure shall be verbally coordinated.

d. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

(1) The Peotone sector:

(a) Is authorized to enter the Danville and Lincoln sectors with Chicago Metropolitan Area Departures requesting FL240 and above, while climbing said departures to FL230, provided aircraft are established within the lateral and vertical limits of the South Departure Climb Corridor. The Peotone sector shall assume separation responsibility of known traffic, unless otherwise coordinated.

(b) Shall point out to the Danville and/or Lincoln sectors, as appropriate, aircraft which do not enter the Danville and/or Lincoln sectors within the confines of the South Departure Climb Corridor at or above FL190.

(c) Shall point out to the Newtt sector Peotone sector aircraft that will traverse the Newtt Section of the South Departure Climb Corridor.

(2) The Newtt sector:

(a) Is authorized to enter the Lincoln and Danville sectors with Chicago Metropolitan Area Departures requesting FL240 and above, while climbing said departures to FL230, provided aircraft are established within the lateral and vertical limits of the South Departure Climb Corridor. The Newtt sector shall assume separation responsibility of known traffic, unless otherwise coordinated.

(b) Shall point out to the Lincoln and/or Danville sectors, as appropriate, aircraft which do not enter the Lincoln and/or Danville sectors within the confines of the South Departure Climb Corridor at or above FL190.

(c) Shall point out to the Peotone sector Newtt sector aircraft that will traverse the Peotone Section of the South Departure Climb Corridor.

(3) The Danville sector shall:

(a) Point out to the Peotone sector all Danville sector aircraft from FL180 through FL230 that will traverse the Peotone Section of the South Departure Climb Corridor, with the exception of those aircraft traversing the corridor from the Lincoln or Peotone sectors. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Danville sector from FL190 through FL230 is the Danville sector's airspace.

(b) Point out to the Newtt sector all Danville aircraft FL180 through FL230 that will traverse the Newtt section of the South Departure Climb Corridor.

(4) The Lincoln sector shall:

(a) Point out to the Newtt sector all Lincoln sector aircraft from FL180 through FL230 that will traverse the Newtt Section of the South Departure Climb Corridor, with the exception of those aircraft traversing the corridor from the Danville or Newtt sectors. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Lincoln sector from FL190 through FL230 is the Lincoln sector's airspace.

(b) Point out to the Peotone sector all Lincoln sector aircraft from FL180 through FL230 that will traverse the Peotone Section of the South Departure Climb Corridor.

(5) The Boiler sector shall assume control from the Peotone and Danville sectors for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the Peotone Section of the South Departure Climb Corridor.

(6) The Roberts sector shall assume control from the Newtt and Lincoln sectors for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the Newtt Section of the South Departure Climb Corridor.

(7) Any deviation from the above procedures shall be verbally coordinated.

e. The following pre-arranged coordination procedures for Chicago Metropolitan Area departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Newtt, Peotone, Roberts, Boiler, and Joliet sectors:

(1) The Newtt sector shall release control to the Roberts sector for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(2) The Roberts sector shall assume control from the Newtt sector for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(3) The Peotone sector shall release control to the Boiler sector for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(4) The Boiler sector shall assume control from the Peotone sector for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the South Departure Climb Corridor.

(5) The Roberts sector shall assume control from the Joliet sector to climb the departures to FL290 within the South Departure Climb Corridor.

(6) The Joliet sector shall release control to the Roberts sector to climb the departures to FL290 within the South Departure Climb Corridor.

(7) The Boiler sector shall assume control from the Joliet sector to climb the departures to FL290 within the South Departure Climb Corridor.

(8) The Joliet sector shall release control to the Boiler sector to climb the departures to FL290 within the South Departure Climb Corridor.

(9) The Joliet sector shall point out to the Roberts and Boiler sectors all aircraft at or below FL290 that traverse the South Departure Climb Corridor. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Joliet sector from FL240 through FL290 is the Joliet sector's airspace.

(10) The Roberts and Boiler sectors are authorized to enter the Joliet sector with Chicago Metropolitan Area departures established within the lateral and vertical limits of the South Departure Climb Corridor while climbing said departures to FL290.

(11) Any deviation from the above procedures shall be verbally coordinated.

f. The following pre-arranged coordination procedures are applicable to the specified sector for the descending of Chicago Metropolitan arrivals, established in the Danville Arrival Corridor depicted in Chapter 19, Appendix B:

(1) The Danville sector is authorized to enter the Peotone sector with Chicago Metropolitan Area Satellite arrivals established within the lateral and vertical limits of the Danville Arrival Corridor.

(2) The Danville sector shall assume responsibility to point out to the Peotone sector Chicago Metropolitan arrivals which do not enter the Danville Arrival Corridor at or below 15,000 feet or exit at or below 10,000 feet.

(3) The Peotone sector shall assume responsibility to point out to the Danville sector aircraft 11,000 feet through 15,000 feet that will transition the Danville Arrival Corridor. That portion of the Danville Arrival Corridor that lies within the lateral limits of the Peotone sector from 11,000 feet through 15,000 feet is the Peotone sector's airspace.

(4) Any deviation from the above procedures shall be verbally coordinated.

g. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for Chicago Approach Control sectors 2, 3 and North Satellite (no over-water route) arrivals:

(1) The Kokomo sector shall enter either an interim altitude of 11,000 feet or an assigned altitude of 11,000 feet and descend aircraft to cross 30 DME east of EON VORTAC at and maintain 11,000 feet.

(2) The Kokomo sector shall initiate a handoff to the Peotone sector.

(3) If traffic is a factor, the Peotone sector shall verbally coordinate with Kokomo sector prior to accepting the handoff.

(4) If traffic is not a factor, the Peotone sector shall accept the handoff then initiate a handoff to the Danville sector.

(5) When the Danville sector accepts the handoff the Kokomo sector then transfers communications to the Danville sector.

(6) Any deviation from the above procedure shall be verbally coordinated.

h. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for Chicago Approach Control Sector 4 arrivals.

(1) The NEWTT sector shall cross 20 SW LUCIT INT at 11,000.

(2) The NEWTT sector shall initiate a handoff to the Peotone sector.

(3) If traffic is a factor, the Peotone sector shall verbally coordinate with the NEWTT sector prior to accepting the handoff.

(4) If traffic is not a factor, the Peotone sector shall accept the handoff then initiate a handoff to the Danville sector.

(5) When Danville sector accepts the handoff the NEWTT sector then transfers communications to Danville sector.

(6) Any deviation from the above procedure shall be verbally coordinated.

i. Special Use Airspace.

(1) Windy City Bravo ATCAA operations:

(a) Active Air Defense Missions.

(b) Intercept training.

(c) VIP Support

(d) Live fire and flares.

(e) Supersonic flight.

6-2-5. Flight Data Requirements.

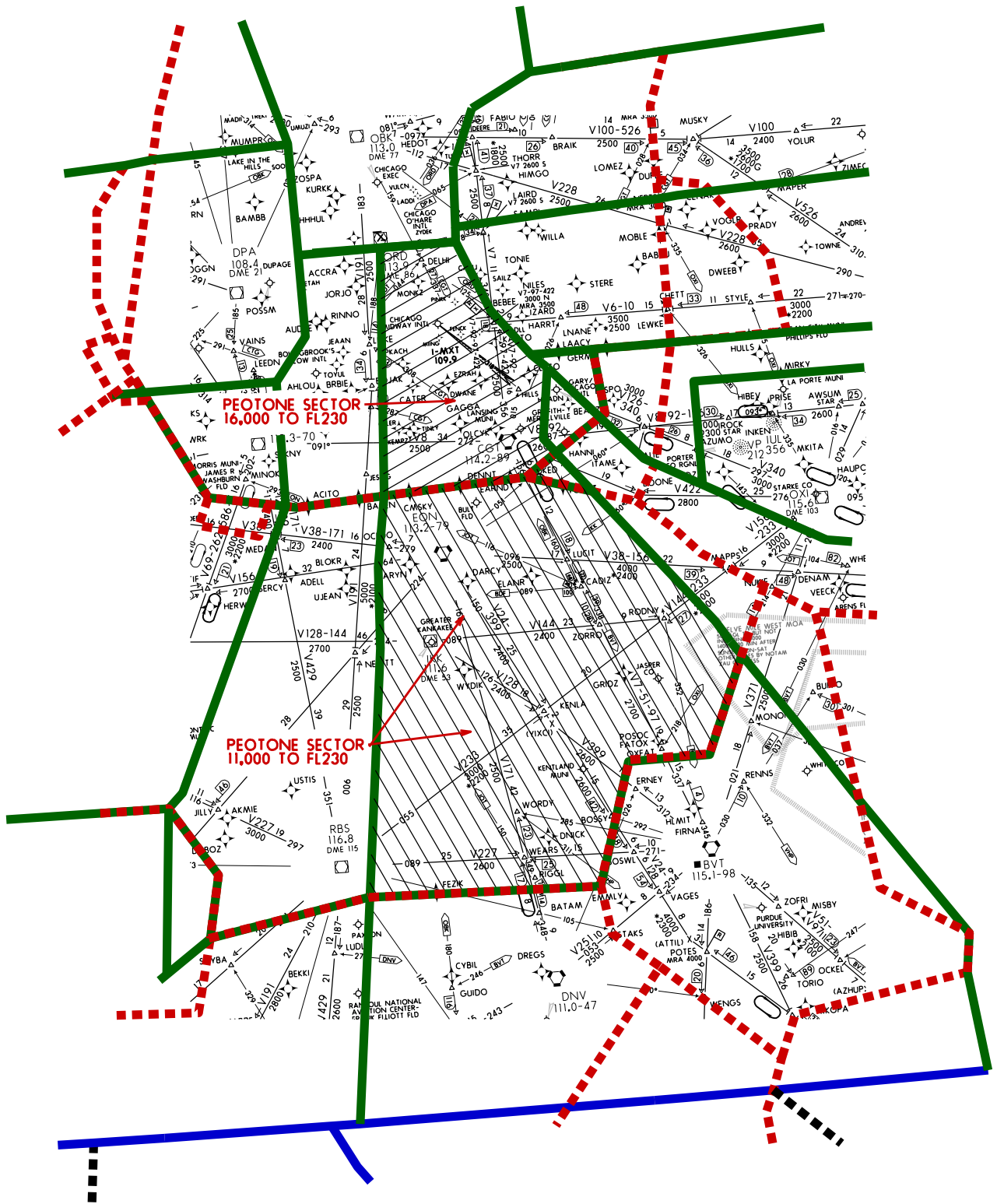
Primary printer location – E506L

First Backup – E508R

Second Backup – F605R

9/13/18

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PEOTONE SECTOR - 44

Section 3. ROBERTS - SECTOR #45

6-3-1. Sector Narrative.

The Roberts sector's main traffic flow is south/southwest bound including climbing traffic from the Chicago Metropolitan Area, and descending traffic landing in the St. Louis Metropolitan Area. Roberts sector shall be aware of airspace assigned to the military that will affect the traffic flow. Roberts sector shall be aware of crossing restrictions for adjacent sectors, and issue clearances accordingly. It would benefit the Roberts sector to be aware of limited data blocks on J80, and plan accordingly.

6-3-2. Assignment of Airspace.

During the hours that the Roberts sector is non-operational, the airspace delegated to the Roberts sector shall become the responsibility of the Boiler sector. Assignment to other sectors may be accomplished when deemed operationally beneficial by the Front Line Manager or Controller-in-Charge.

6-3-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 134.025/379.15 (RBS)
124.800/353.775 (BMI)

BUEC SITE

134.025	Sibley, IL (QIB)
379.15	Sibley, IL (QIB)
124.800	Sibley, IL (QIB)
353.775	Sibley, IL (QIB)

Dial Codes - Radar 745
Radar Associate 645
Radar Coordinator 845
Radar Flight Data none
Outside dial - Radar Associate - 25

b. Sector Description.

Altitudes - FL240 – FL999

c. NEXRAD WARP Setting:

The altitude filter key setting is: 220 - 600

6-3-4. Procedures.

a. The Roberts sector shall:

(1) Assume control from the Boiler and Chanute sectors for left turns on aircraft over-flying the STL VORTAC upon completion of handoff and transfer of communications.

(2) Assume control from the Chanute sector for turns upon completion of handoff and transfer of communications and for descent west of the centerline of J73 on STL arrivals.

(3) Assume control from the Boiler sector for turns upon completion of handoff and transfer of communications on STL arrivals.

(4) Release control to the Boiler sector for turns on Indianapolis Metropolitan Area arrivals including aircraft pointed out by the Joliet sector.

(5) Release control to the Boiler sector for turns on CVG arrivals including aircraft pointed out by the Joliet sector.

(6) Release control for left turns up to 30 degrees and speed adjustment to the Plano sector on ORD arrivals upon receipt of a radar handoff and transfer of communications.

(7) Release control for left turns up to 30 degrees and speed adjustment to the Lincoln sector on Chicago metropolitan Satellite arrivals upon receipt of a radar handoff and transfer of communications.

b. The following pre-arranged coordination procedures for Chicago Metropolitan departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Newtt, Peotone, Roberts, Boiler, and Joliet sectors:

(1) The Newtt sector shall release control to the Roberts sector for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(2) The Roberts sector shall assume control from the Newtt sector for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(3) The Peotone sector shall release control to the Boiler sector for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(4) The Boiler sector shall assume control from the Peotone sector for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the South Departure Climb Corridor.

(5) The Roberts sector shall assume control from the Joliet sector to climb the departures to FL290 within the South Departure Climb Corridor.

(6) The Joliet sector shall release control to the Roberts sector to climb the departures to FL290 within the South Departure Climb Corridor.

(7) The Boiler sector shall assume control from the Joliet sector to climb the departures to FL290 within the South Departure Climb Corridor.

(8) The Joliet sector shall release control to the Boiler sector to climb the departures to FL290 within the South Departure Climb Corridor.

(9) The Joliet sector shall point out to the Roberts and Boiler sectors all aircraft at or below FL290 that traverse the South Departure Climb Corridor. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Joliet sector from FL240 through FL290 is the Joliet sector's airspace.

(10) The Roberts and Boiler sectors are authorized to enter the Joliet sector with Chicago Metropolitan Area departures established within the lateral and vertical limits of the South Departure Climb Corridor while climbing said departures to FL290.

(11) Any deviation from the above procedures shall be verbally coordinated.

c. The following Automated Information Transfer (AIT) procedures for aircraft at or above FL240 and which traverse the Roberts sector/climb corridor routed via JOT VORTAC or are CVG arrivals or are Indianapolis Metropolitan Area arrivals are applicable to the Joliet, McCook, Roberts, Boiler, and Chanute sectors.

(1) The Joliet or McCook sector shall initiate a handoff to the Roberts sector. After a handoff of Indianapolis Metropolitan Area or CVG arrivals has been initiated to, or accepted by the Roberts or Boiler sectors, the Joliet/McCook sector shall not change the altitude line of the data block to an altitude below FL290.

(2) If traffic is not a factor, the Roberts sector shall accept the handoff and initiate a handoff to the Boiler or Chanute sector, whichever is applicable. After the Boiler or Chanute sector accepts the handoff, the Joliet or McCook sector shall transfer communication to the Boiler or Chanute sector, whichever is applicable.

(3) The Joliet/McCook sector shall be responsible for ensuring the handoff is accepted by either the Boiler/Chanute sector, as appropriate, prior to the Boiler/Chanute climb corridor/sector boundary.

(4) If traffic is a factor or if the Roberts sector requests communications, the Roberts sector shall verbally coordinate with the Joliet or McCook sector. The Joliet or McCook sector shall transfer communications to the Roberts sector.

(5) Negative RVSM exception aircraft are disqualified from these procedures.

(6) Any deviation from the above procedure shall be verbally coordinated

d. Holding fixes:

(1) Holding for Chicago Metropolitan Area arrivals is accomplished at the PNT VORTAC south on the 214° radial. The PNT hold is published as left turns, 265 knots at FL240 through FL330. When holding at the PNT VORTAC, the Roberts sector shall coordinate with the Bradford sector.

e. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

(1) The Peotone sector:

(a) is authorized to enter the Danville and Lincoln sectors with Chicago Metropolitan Area Departures requesting FL240 and above, while climbing said departures to FL230, provided aircraft are established within the lateral and vertical limits of the South Departure Climb Corridor. The Peotone sector shall assume separation responsibility of known traffic, unless otherwise coordinated.

(b) shall point out to the Danville and/or Lincoln sectors, as appropriate, aircraft which do not enter the Danville and/or Lincoln sectors within the confines of the South Departure Climb Corridor at or above FL190.

(c) shall point out to the Newtt sector Peotone sector aircraft that will traverse the Newtt Section of the South Departure Climb Corridor.

(2) The Newtt sector:

(a) is authorized to enter the Lincoln and Danville sectors with Chicago Metropolitan Area Departures requesting FL240 and above, while climbing said departures to FL230, provided aircraft are established within the lateral and vertical limits of the South Departure Climb Corridor. The Newtt sector shall assume separation responsibility of known traffic, unless otherwise coordinated.

(b) shall point out to the Lincoln and/or Danville sectors, as appropriate, aircraft which do not enter the Lincoln and/or Danville sectors within the confines of the South Departure Climb Corridor at or above FL190.

(c) shall point out to the Peotone sector Newtt sector aircraft that will traverse the Peotone Section of the South Departure Climb Corridor.

(3) The Danville sector shall:

(a) point out to the Peotone sector all Danville sector aircraft from FL180 through FL230 that will traverse the Peotone Section of the South Departure Climb Corridor, with the exception of those aircraft traversing the corridor from the Lincoln or Peotone sectors. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Danville sector from FL190 through FL230 is the Danville sector's airspace.

(b) point out to the Newtt sector all Danville aircraft FL180 through FL230 that will traverse the Newtt section of the South Departure Climb Corridor.

(4) The Lincoln sector shall:

(a) Point out to the Newtt sector all Lincoln sector aircraft from FL180 through FL230 that will traverse the Newtt Section of the South Departure Climb Corridor, with the exception of those aircraft traversing the corridor from the Danville or Newtt sectors. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Lincoln sector from FL190 through FL230 is the Lincoln sector's airspace.

(b) Point out to the Peotone sector all Lincoln sector aircraft from FL180 through FL230 that will traverse the Peotone Section of the South Departure Climb Corridor.

(5) The Boiler sector shall assume control from the Peotone and Danville sectors for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the Peotone Section of the South Departure Climb Corridor.

(6) The Roberts sector shall assume control from the Newtt and Lincoln sectors for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the Newtt Section of the South Departure Climb Corridor.

(7) Any deviation from the above procedures shall be verbally coordinated.

f. Special Use Airspace:

(1) Howard ATCAA (FL180 - FL290)

6-3-5. Flight Data Requirements.

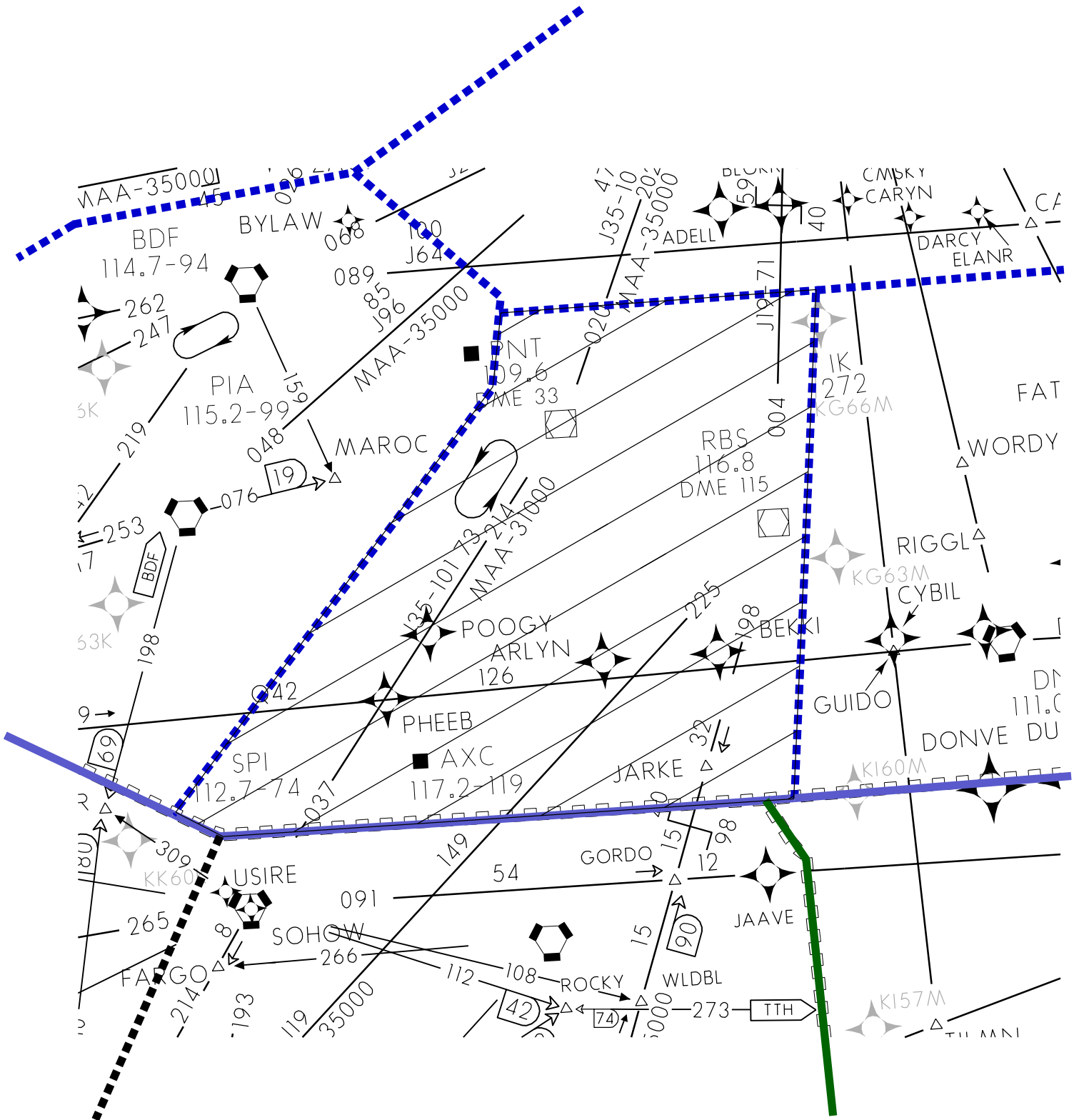
Primary printer location – F605R

First Backup – F607L

Second Backup – E506L

9/13/18

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ROBERTS SECTOR - 45

Section 4. BOILER - SECTOR #46

6-4-1. Sector Narrative.

Boiler sector's main traffic flow is south/southeast bound climbing from the Chicago Metropolitan Area Airports. The Boiler sector shall be aware of airspace assigned to the military that will affect the traffic flow. The Boiler sector shall be aware of crossing restrictions for adjacent sectors, and issue clearances accordingly. It would benefit the Boiler sector to be aware of limited data blocks on J80, and plan accordingly.

6-4-2. Assignment of Airspace.

During the time the Boiler sector is non-operational, the airspace delegated to the Boiler sector shall become the responsibility of the Peotone sector. Assignment to other sectors may be accomplished when deemed operationally beneficial by the Front Line Manager or Controller-in-Charge.

6-4-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 121.275/351.950 Milford, Illinois (QDV)

SBUEC SITE

121.275	Independence, Indiana (DD8)
351.950	Independence, Indiana (DD8)

Dial Codes - Radar 746
Radar Associate 646
Radar Coordinator 846
Radar Flight Data none
Outside dial - Radar Associate - 26

b. Sector Description:

Altitudes - FL240 – FL300

c. NEXRAD WARP Setting:

The altitude filter key setting is: 220 - 600

6-4-4. Procedures.

a. The Boiler sector shall:

(1) Release control to the Chanute Sector for turns and speed adjustment on Chicago Metropolitan Area departures upon completion of a radar handoff and transfer of communications.

(2) Assume control from the Roberts sector for turns on Indianapolis Metropolitan Area arrivals upon completion of a radar handoff and transfer of communications, including aircraft pointed out to the Roberts sector by the Joliet sector.

(3) Assume control from the Joliet sector for descent and turns up to 30° south of centerline of J60 on Indianapolis Metropolitan Area and CVG arrivals.

(4) Assume control from the Roberts sector for turns on CVG arrivals including aircraft pointed out by the Joliet sector.

(5) Assume control from the Logan sector for left turns on all aircraft landing at the STL airport or over-flying the STL VORTAC that are west of the Fort Wayne/Logan sector boundary.

(6) Release control to the Roberts sector for left turns on aircraft over-flying the STL VORTAC upon completion of a radar handoff and transfer of communications.

(7) Release control to the Roberts sector for turns on STL arrivals upon completion or radar handoff and transfer of communications.

(8) Release control to the Danville sector for right turns up to 30 degrees on Chicago Metropolitan Area arrivals upon completion of a radar handoff and transfer of communications.

(9) Assume control for right turns up to 30 degrees from the Danville sector on Indianapolis Terminal Airport departures upon receipt of a radar handoff and transfer of communications.

(10) Remain aware and maintain a full data block for aircraft exiting the Boiler sector and entering the Joliet Sector that will traverse the South Departure Climb Corridor. Joliet sector will not be required to point out these aircraft to the Boiler sector.

b. The following pre-arranged coordination procedures for Chicago Metropolitan Area departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Newtt, Peotone, Roberts, Boiler, and Joliet sectors:

(1) The Newtt sector shall release control to the Roberts sector for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(2) The Roberts sector shall assume control from the Newtt sector for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(3) The Peotone sector shall release control to the Boiler sector for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(4) The Boiler sector shall assume control from the Peotone sector for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the South Departure Climb Corridor.

(5) The Roberts sector shall assume control from the Joliet sector to climb the departures to FL290 within the South Departure Climb Corridor.

(6) The Joliet sector shall release control to the Roberts sector to climb the departures to FL290 within the South Departure Climb Corridor.

(7) The Boiler sector shall assume control from the Joliet sector to climb the departures to FL290 within the South Departure Climb Corridor.

(8) The Joliet sector shall release control to the Boiler sector to climb the departures to FL290 within the South Departure Climb Corridor.

(9) The Joliet sector shall point out to the Roberts and Boiler sectors all aircraft at or below FL290 that traverse the South Departure Climb Corridor. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Joliet sector from FL240 through FL290 is the Joliet sector's airspace.

(10) The Roberts and Boiler sectors are authorized to enter the Joliet sector with Chicago Metropolitan Area departures established within the lateral and vertical limits of the South Departure Climb Corridor while climbing said departures to FL290.

(11) Any deviation from the above procedures shall be verbally coordinated.

c. The following Automated Information Transfer (AIT) procedures for aircraft at or above FL240 and which traverse the Roberts sector/climb corridor routed via JOT VORTAC or are CVG arrivals or are Indianapolis Metropolitan Area arrivals are applicable to the Joliet, McCook, Roberts, Boiler, and Chanute sectors.

(1) The Joliet or McCook sector shall initiate a handoff to the Roberts sector. After a handoff of Indianapolis Metropolitan Area or CVG arrivals has been initiated to, or accepted by the Roberts or Boiler sectors, the Joliet/McCook sector shall not change the altitude line of the data block to an altitude below FL290.

(2) If traffic is not a factor, the Roberts sector shall accept the handoff and initiate a handoff to the Boiler or Chanute sector, whichever is applicable. After the Boiler or Chanute sector accepts the handoff, the Joliet or McCook sector shall transfer communication to the Boiler or Chanute sector, whichever is applicable.

(3) The Joliet/McCook sector shall be responsible for ensuring the handoff is accepted by either the Boiler/Chanute sector, as appropriate, prior to the Boiler/Chanute climb corridor/sector boundary.

(4) If traffic is a factor or if the Roberts sector requests communications, the Roberts sector shall verbally coordinate with the Joliet or McCook sector. The Joliet or McCook sector shall transfer communications to the Roberts sector.

(5) Negative RVSM exception aircraft are disqualified from these procedures.

(6) Any deviation from the above procedure shall be verbally coordinated.

d. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

(1) The Peotone sector:

(a) is authorized to enter the Danville and Lincoln sectors with Chicago Metropolitan Area Departures requesting FL240 and above, while climbing said departures to FL230, provided aircraft are established within the lateral and vertical limits of the South Departure Climb Corridor. The Peotone sector shall assume separation responsibility of known traffic, unless otherwise coordinated.

(b) shall point out to the Danville and/or Lincoln sectors, as appropriate, aircraft which do not enter the Danville and/or Lincoln sectors within the confines of the South Departure Climb Corridor at or above FL190.

(c) shall point out to the Newtt sector Peotone sector aircraft that will traverse the Newtt Section of the South Departure Climb Corridor.

(2) The Newtt sector:

(a) is authorized to enter the Lincoln and Danville sectors with Chicago Metropolitan Area Departures requesting FL240 and above, while climbing said departures to FL230, provided aircraft are established within the lateral and vertical limits of the South Departure Climb Corridor. The Newtt sector shall assume separation responsibility of known traffic, unless otherwise coordinated.

(b) shall point out to the Lincoln and/or Danville sectors, as appropriate, aircraft which do not enter the Lincoln and/or Danville sectors within the confines of the South Departure Climb Corridor at or above FL190.

(c) shall point out to the Peotone sector Newtt sector aircraft that will traverse the Peotone Section of the South Departure Climb Corridor.

(3) The Danville sector shall:

(a) Point out to the Peotone sector all Danville sector aircraft from FL180 through FL230 that will traverse the Peotone Section of the South Departure Climb Corridor, with the exception of those aircraft traversing the corridor from the Lincoln or Peotone sectors. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Danville sector from FL190 through FL230 is the Danville sector's airspace.

(b) Point out to the Newtt sector all Danville aircraft FL180 through FL230 that will traverse the Newtt section of the South Departure Climb Corridor.

(4) The Lincoln sector shall:

(a) point out to the Newtt sector all Lincoln sector aircraft from FL180 through FL230 that will traverse the Newtt Section of the South Departure Climb Corridor, with the exception of those aircraft traversing the corridor from the Danville or Newtt sectors. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Lincoln sector from FL190 through FL230 is the Lincoln sector's airspace.

(b) point out to the Peotone sector all Lincoln sector aircraft from FL180 Through FL230 that will traverse the Peotone Section of the South Departure Climb Corridor.

(5) The Boiler sector shall assume control from the Peotone and Danville sectors for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the Peotone Section of the South Departure Climb Corridor.

(6) The Roberts sector shall assume control from the Newtt and Lincoln sectors for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the Newtt Section of the South Departure Climb Corridor.

(7) Any deviation from the above procedures shall be verbally coordinated.

e. Holding fixes:

(1) Holding for Chicago Metropolitan Area arrivals is accomplished at the BVT VORTAC south on the 135 degree radial. The BVT hold is published as right turns, 265 knots at FL240 through FL330.

f. Hilltop/12-Mile.

(1) When the Hilltop/12-Mile MOA and Hilltop ATCAA goes inactive:

(a) The Southeast Front Line Manager/Controller-in-Charge shall notify all Southeast sectors involved, the South, East, and Southwest Front Line Managers/Controllers-in-Charge and Indianapolis ARTCC areas 4 and 5.

(b) The Kokomo sector shall be the controlling sector for the Hilltop/12-Mile MOA and Hilltop ATCAA.

(2) The following Hilltop/12-Mile MOA and Hilltop ATCAA notification procedures are applicable:

(a) The MC shall advise ZID MC the Southwest Area, the Southeast Area, the East Area, and the South Area of Hilltop/12 Mile MOA and Hilltop ATCAA scheduled times.

(b) The Wolf Lake sector should receive a call from the aircraft departing FWA Airport five minutes prior to their departure (En route aircraft should advise the Kokomo sector five minutes prior to arrival at the COBRA/FREDM intersection).

(c) The Wolf Lake sector advises the Southeast Front Line Managers/Controller-in-Charge.

(d) Kokomo sector:

1 Requests 12-Mile/Hilltop MOA airspace from Grissom and South Bend Approach Controls.

2 Notifies Fort Wayne Approach Control.

(e) Southeast Front Line Manager/Controller-in-Charge shall:

1 Canvas the following sectors which effect Hilltop/12-Mile MOA and Hilltop ATCAA: Wolf Lake, Kokomo, Fort Wayne, Bearz, Burbn, and Logan sectors.

2 Request approval from the South and Southwest, and East Area Supervisors/Controller-in-Charge to activate the Hilltop/12 Mile MOA and Hilltop ATCAA, plus advise Indianapolis ARTCC areas 4 and 5 when Hilltop will be active.

3 Coordinate with the Kokomo sector after 1 & 2 are completed. This shall include the physical point outs of any aircraft that effect Hilltop and/or 12-Mile MOA and Hilltop ATCAA.

4 Front Line Managers/Controller-in-Charge shall display Hilltop/12 Mile MOA and Hilltop ATCAA status on the ESIS/Status Board.

(f) The Kokomo sector shall activate the Airspace Status Display in EDST.

(g) All Controllers canvassed shall:

1 Advise the Southeast Front Line Manager/Controller-in-Charge of any traffic effecting Hilltop/12-Mile MOA and Hilltop ATCAA.

2 PVD all targets effecting Hilltop and/or 12-Mile MOA and Hilltop ATCAA to the Kokomo sector.

3 The Kokomo sector shall return the 12-Mile/Hilltop MOA airspace to Grissom and South Bend Approach Controls, and notify Fort Wayne Approach Control.

4 The Kokomo sector shall deactivate the Airspace Status Display in EDST.

(h) If any or all of Hilltop/12-Mile MOA and Hilltop ATCAA needs to be recalled, the sector or facility asking for the recall shall notify the Kokomo sector five minutes prior to recall.

(i) The Logan sector shall be responsible for monitoring the Hilltop ATCAA FL240 and above; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL240 or above, the Logan sector shall contact the aircraft directly on frequency 350.35. The Kokomo sector is responsible for monitoring Hilltop ATCAA FL180 through FL230, Hilltop MOA and 12-Mile MOA; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL180 through FL230, Hilltop MOA or 12-Mile MOA, the Kokomo sector shall contact the aircraft directly on frequency 350.35.

6-4-5. Flight Data Requirements.

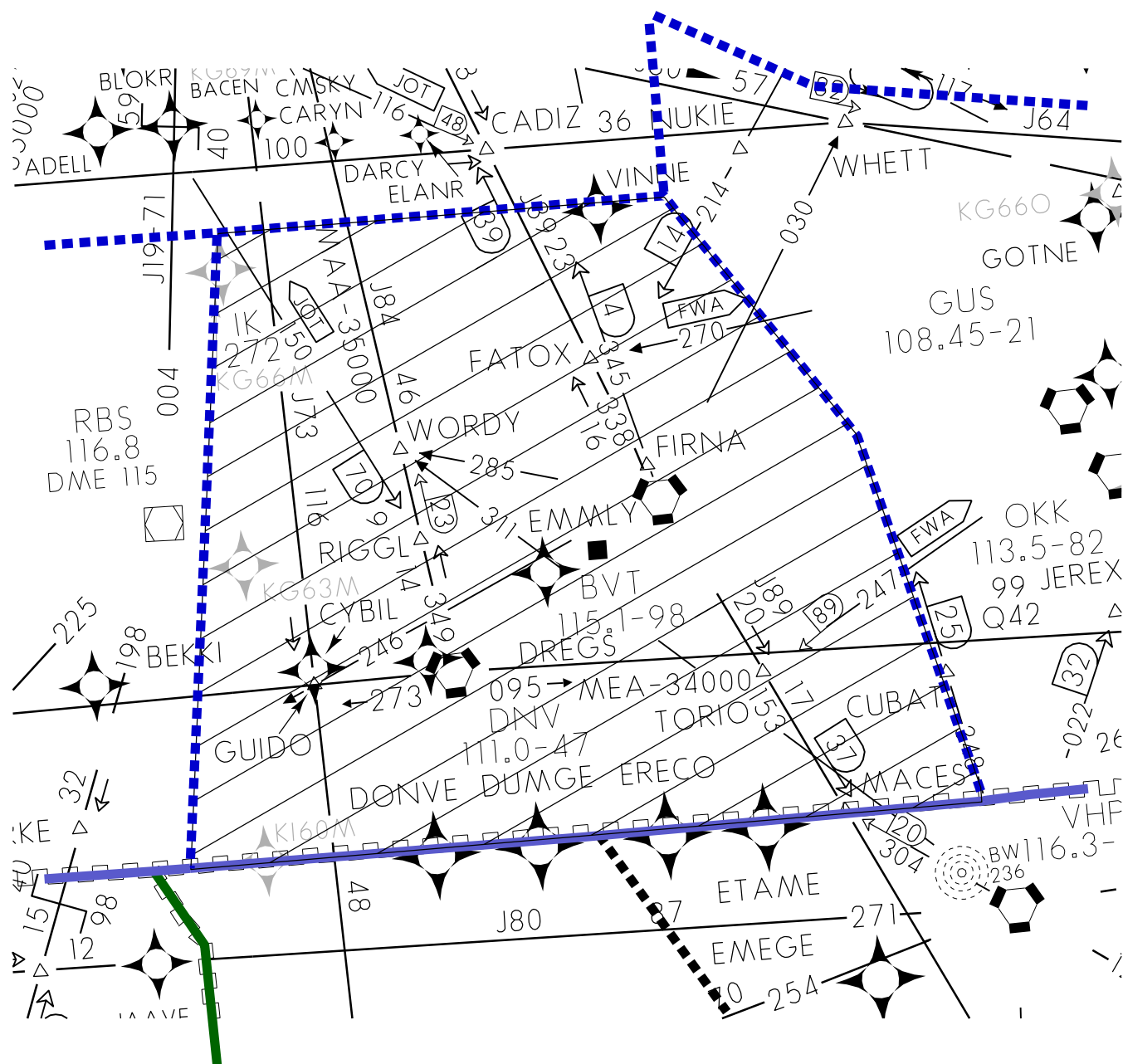
Primary printer location – F603R

First Backup – F601R

Second Backup – E502

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BOILER SECTOR-46

Section 5. CHANUTE - SECTOR #47**6-5-1. Sector Narrative.**

The Chanute sector's main traffic flow is south/southeast bound traffic. The Chanute sector shall be aware of crossing restrictions for adjacent and underlying sectors, and issue clearances accordingly.

6-5-2. Assignment of Airspace.

During the time the Chanute sector is non-operational, the airspace delegated to the Chanute sector shall become the responsibility of the Boiler sector.

6-5-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 127.325/372.025 Milford, Illinois (QDV)

SBUEC SITE

127.325 BVTa (Lafayette, IN)

327.025 BVTa (Lafayette, IN)

Dial Codes - Radar 747
Radar Associate 647
Radar Coordinator 847
Radar Flight Data none
Outside dial - Radar Associate - 32

b. Sector Description:

Altitudes – FL310-FL999

c. NEXRAD WARP Setting:

The altitude filter key setting is: 290 - 600

6-5-4. Procedures.**a. The Chanute sector shall:**

(1) Assume control from the Boiler sector for turns and speed adjustment upon completion of a radar handoff and transfer of communications on Chicago Metropolitan Area departures.

(2) Assume control from the Logan and Burbn sectors for left turns on aircraft landing at the STL airport or over-flying the STL VORTAC on aircraft that are west of the Fort Wayne/Logan sector boundary.

(3) Release control to the Roberts sector for left turns on aircraft over-flying the STL VORTAC upon completion of a radar handoff and transfer of communications.

(4) Release control to the Roberts sector for turns upon completion of a radar handoff and transfer of communications and control for descent west of the centerline of J73 on STL arrivals.

b. The following Automated Information Transfer (AIT) procedures for aircraft at or above FL240 and which traverse the Roberts sector/climb corridor routed via JOT VORTAC or are CVG arrivals or are Indianapolis Metropolitan Area arrivals are applicable to the Joliet, McCook, Roberts, Boiler, and Chanute sectors.

(1) The Joliet or McCook sector shall initiate a handoff to the Roberts sector. After a handoff of Indianapolis Metropolitan Area or CVG arrivals has been initiated to, or accepted by, the Roberts or Boiler sectors, the Joliet/McCook sector shall not change the altitude line of the data block to an altitude below FL290.

(2) If traffic is not a factor, the Roberts sector shall accept the handoff and initiate a handoff to the Boiler or Chanute sector, whichever is applicable. After the Boiler or Chanute sector accepts the handoff, the Joliet or McCook sector shall transfer communication to the Boiler or Chanute sector, whichever is applicable.

(3) The Joliet/McCook sector shall be responsible for ensuring the handoff is accepted by either the Boiler/Chanute sector, as appropriate, prior to the Boiler/Chanute climb corridor/sector boundary.

(4) If traffic is a factor or if the Roberts sector requests communications, the Roberts sector shall verbally coordinate with the Joliet or McCook sector. The Joliet or McCook sector shall transfer communications to the Roberts sector.

(5) Negative RVSM exception aircraft are disqualified from these procedures.

(6) Any deviation from the above procedure shall be verbally coordinated

c. The following procedures are applicable to the Joliet and Chanute sectors for Milwaukee Metropolitan departures,

(1) The Joliet sector shall ensure that the data block accurately reflects the assigned altitude of the aircraft and acceptance of a handoff by the Chanute sector constitutes approval of altitude information and serves as valid coordination for aircraft that will not be established within the vertical stratum of the Chanute sector prior to crossing the lateral boundary of the Chanute sector. No APREQ for IAFDOF required.

(2) Any deviation from the above procedures shall be verbally coordinated.

d. Hilltop/12-Mile.

(1) The Kokomo sector shall be the controlling sector for the Hilltop/12-Mile MOA and Hilltop ATCAA.

(2) The following Hilltop/12-Mile MOA and Hilltop ATCAA notification procedures are applicable:

(a) The MC shall advise ZID MC the Southwest Area, the Southeast Area, the East Area, and the South Area of Hilltop/12 Mile MOA and Hilltop ATCAA scheduled times.

(b) The Wolf Lake sector should receive a call from the aircraft departing FWA Airport five minutes prior to their departure (En route aircraft should advise the Kokomo sector five minutes prior to arrival at the COBRA/FREDM intersection).

(c) The Wolf Lake sector advises the Southeast Front Line Manager/Controller-in-Charge.

(d) Kokomo sector:

1 Requests 12-Mile/Hilltop MOA airspace from Grissom and South Bend Approach Controls.

2 Notifies Fort Wayne Approach Control.

(e) Southeast Front Line Manager/Controller-in-Charge shall:

1 Canvass the following sectors which effect Hilltop/12-Mile MOA and Hilltop ATCAA: Wolf Lake, Kokomo, Fort Wayne, Bearz, Burbn, and Logan sectors.

2 Request approval from the South and Southwest, and East Area Supervisors/Controller-in-Charge to activate the Hilltop/12 Mile MOA and Hilltop ATCAA, plus advise Indianapolis ARTCC areas 4 and 5 when Hilltop will be active.

3 Coordinate with the Kokomo sector after 1 & 2 are completed. This shall include the physical point outs of any aircraft that effect Hilltop and/or 12-Mile MOA and Hilltop ATCAA.

4 Front Line Managers/Controller-in-charge shall display Hilltop/12 Mile MOA and Hilltop ATCAA status on the ESIS/Status Board.

(f) The Kokomo sector shall activate the Airspace Status Display in EDST.

(g) All Controllers canvassed shall:

1 Advise the Southeast Front Line Manager/Controller-in-Charge of any traffic effecting Hilltop/12-Mile MOA and Hilltop ATCAA.

2 PVD all targets effecting Hilltop and/or 12-Mile MOA and Hilltop ATCAA to the Kokomo sector.

(h) When the Hilltop/12-Mile MOA and Hilltop ATCAA goes inactive:

1 The Southeast Front Line Manager/Controller-in-Charge shall notify all Southeast sectors involved, the South, East, and Southwest Front Line Managers/Controllers-in-Charge and Indianapolis ARTCC areas 4 and 5.

2 The Kokomo sector shall return the 12-Mile/Hilltop MOA airspace to Grissom and South Bend Approach Controls, and notify Fort Wayne Approach Control.

3 The Kokomo sector shall deactivate the Airspace Status Display in EDST.

(i) If any or all of Hilltop/12-Mile MOA and Hilltop ATCAA needs to be recalled, the sector or facility asking for the recall shall notify the Kokomo sector five minutes prior to recall.

(j) The Logan sector shall be responsible for monitoring the Hilltop ATCAA FL240 and above; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL240 or above, the Logan sector shall contact the aircraft directly on frequency 350.35. The Kokomo sector is responsible for monitoring Hilltop ATCAA FL180 through FL230, Hilltop MOA and 12-Mile MOA; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL180 through FL230, Hilltop MOA or 12-Mile MOA, the Kokomo sector shall contact the aircraft directly on frequency 350.35.

6-5-5. Flight Data Requirements.

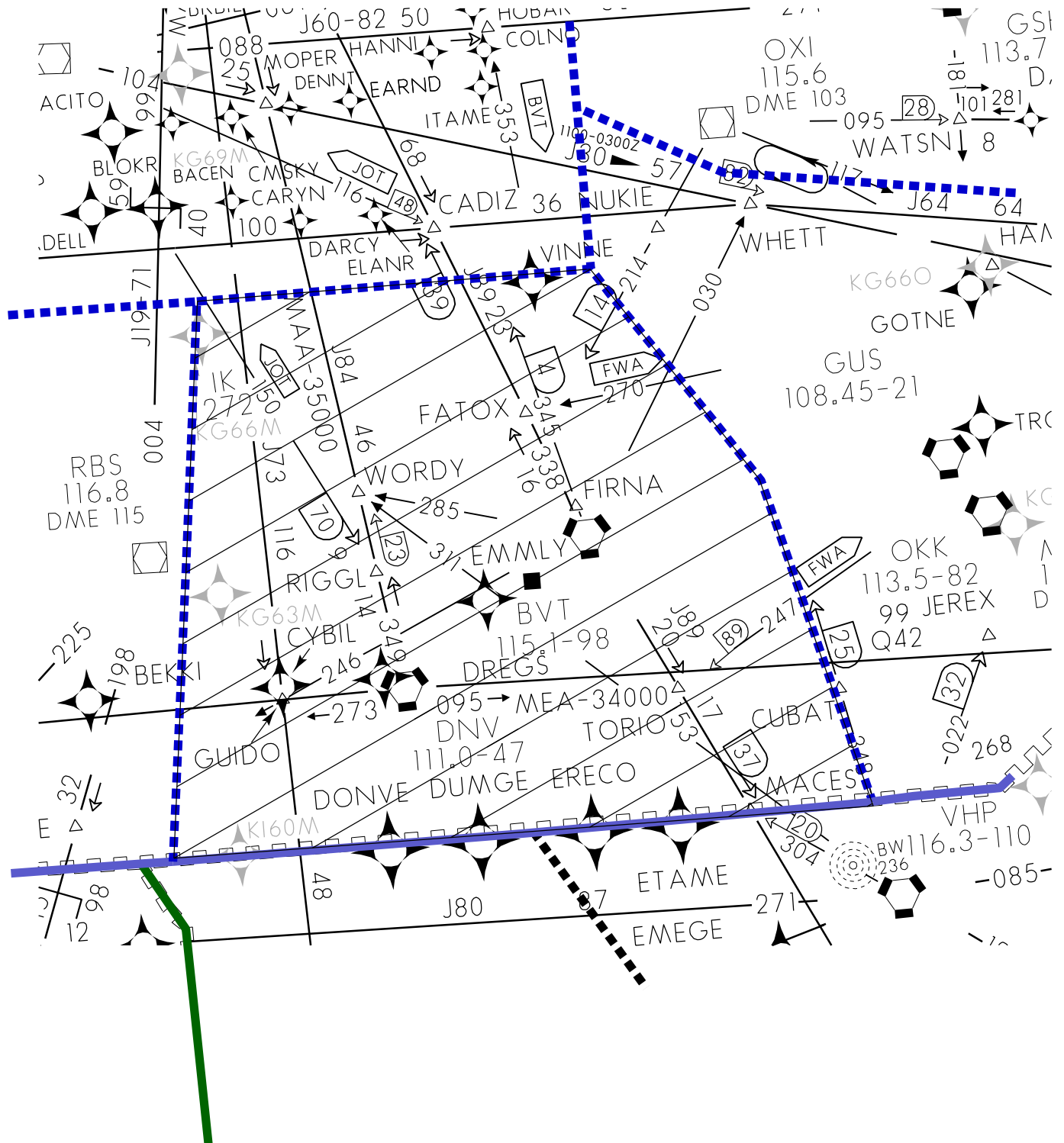
Primary printer location – F601

First Backup – F603

Second Backup – E502

9/13/18

ZAU7110.2V



CHANUTE SECTOR-47

Section 6. SOUTH AREA PRE-ARRANGED COORDINATION PROCEDURES

Intra-Area Procedures

- a. The following pre-arranged coordination procedures are applicable to South Area sectors utilizing the 4th Line Data Block.

(1) The transferring sector controller may modify the 4th Line Data Block after a handoff is initiated to or accepted by the receiving controller.

(2) For aircraft assigned a heading (*EXAMPLE- H080, H270*), or a heading until receiving a fix or joining a published route (*EXAMPLE- H080/ALB, 080/J121, PH/ALB*), or authorized a specific weather deviation or lateral weather deviation until able to proceed direct to a fix (*EXAMPLE- DN, D20L, DR/ATL, D30R/ATL*):

1 The transferring sector controller shall release control for turns upon completion of a radar handoff and transfer of communications

2 The receiving sector shall assume control for turns upon completion of a radar handoff and transfer of communications

- b. The following pre-arranged coordination procedure is applicable to South Area sectors.

(1) The transferring sector controller shall ensure that the data block accurately reflects the assigned altitude of the aircraft and acceptance of a handoff by the receiving sector controller constitutes approval of altitude information and serves as valid coordination for altitude assignments including Inappropriate Altitude for Direction of Flight (IAFDOF) and for altitude assignments involving more than one altitude (Block Altitude).

9/13/18					South Area Restriction Chart		ZAU 7110.2V		
#	Arrival Point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT	
1	C90 Sectors 1 (MDW)		Sector 45 to Sector 58	All	ENDEE STAR or via PNT.MOTIF STAR	POOGY @FL240 or 30 S NANEE @ FL240 or Cross 30 S PNT VOR @ FL240	Release control to sector 58 for left turns up to 30° and speed adjustment. Sector 45 may clear ENDEE STAR Arrivals direct NANEE.	Sector 43 thru Sector 44 to Sector 57	
2	C90 Sectors 2, 3, 4 & North Satellite		Sector 45 to Sector 58	All	For Advanced RNAV to C90 Sector 4 see Line 4	Cross 30 S PNT VOR @ FL240	Release control to sector 58 for left turns up to 30° and speed adjustment.		
3			Sector 46 to Sector 57	All	For Advanced RNAV to C90 Sector 4 see Line 7	Cross 20 S BVT VOR @ FL240	Release control to sector 57 for right turns up to 30°.		
4			Sector 45 to Sector 58	All	WUNTZ.LUCIT STAR	Cross 10 SW WUNTZ @ FL240			
5	C90 Sector 4 RNAV 1 Arrivals (GYY, IGO, OSC & 3HD)		Sector 58 to Sector 43	All	COOKS.LUCIT STAR	Cross COOKS @ 17000	Sector 58 may clear direct LUCIT and enter Sector 43 @ 17,000. Sector 58 release control for descent and right turns up to 30° to Sector 43.		
6			Sector 43 thru Sector 44 to Sector 57	All	LUCIT STAR	Cross 20 SW LUCIT @ 11000	Sector 44 releases control for right turns up to 30° to Sector 57.		
7			Sector 46 to Sector 57	All	KKOPA.LUCIT STAR	Cross KKOPA @ FL240	Release control from 46 to 57 for right turns up to 30 degrees		
8		Chicago Metropolitan Area	Sector 45 to ZKC, Sector 46 to ZID			Cross ZKC/ZID Boundary AOA FL240	If unable, sector 45 or 46 assumes point-out responsibility to sector K58, I34 or I35 as appropriate.		
9	CVG		Sector 46 to Sector 57	All	CEGRM.STAR or SHB STAR (Non-RNAV)	Cross TORIO or 35 N VHP @ FL240	Sector 46 may clear direct VHP provided the arrival passes over or east of BVT and Hilltop ATCAA is not in use. Sector 46 may clear direct BVT or TORIO.		
10			Sector 44 to Sector 57				Sector 44 may clear direct VHP provided Hilltop ATCAA is not in use. Sector 44 may clear direct BVT, TORIO or MACES.		
11	DTW , DET, YIP, PTK, YQG, TOL. , DAY		Sector 47 to Sector 34	All		AOB FL330	YIP & PTK-applies to arrivals that enter Sector 34 North of Q42.		
12	CMH, LCK & OSU		Sector 46,47 to Sector 34	All	JADUB.GUNNE STAR	AOB FL330	Sector 47 releases control to Sector 34 east of J89 for descent to FL310.		
13	Indianapolis Terminal Airports		Sector 46 to Sector 44 or Sector 57	All	JAKKS..VHP or JAKKS.JAKKS STAR	FL240	Hand off & transfer communications to sector 44 or 57 in sufficient time to comply with known restrictions.		
14	MKE Metropolitan and UGN		Sector 45 to Sector 83	All	LEEDN.GOPAC STAR or JOT..MSN..BAE (NON-RNAV)	AOB FL330	Release control to 83 for left turns up to 30° upon completion of radar hand off and transfer of communication and release control to 83 for descent on or west of J101.		
15			Sectors 46, 47 to Sector 83	All	VINNE..BRAVE..EXARR or LEEDN.GOPAC STAR		For arrivals via BRAVE: 47 releases control for descent to 83. FL310 or FL330 (IAFDOP) need not be coordinated with 83.		
16	PWK				VINNE..BRAVE..EXARR..OBK				
17	MKE Metropolitan, PWK and UGN		Sector 33 to Sector 47				Sector 33 releases control to Sector 47 for left turns and descent to FL350.		
18	MSP, STP, LVN, ANE, FCM, MIC		Sectors 45, 46 & 47 to Sector 83 or 84	All			Ensure that aircraft that are routed on the KKILR/EAU/AGUDE STAR are not cleared direct to any point past the KAMMA WP/BAE VORTAC without coordination.		
19	ORD		Sector 45 to Sector 51	Jet	PNT.TRLL STAR	Cross PNT VOR @ FL240	Release control to sector 51 for left turns up to 30° and speed adjustment.		
20	PIA		Chicago Metropolitan Area	Sector 43 to Sector 51	All	AKMIE..PIA,JILLY..PIA or Assign heading to parallel sector 51 boundary		Release control for right turns to sector 51.	
21	RFD		Sector 43 to Sector 51	All	JOT..QUOTE.. or JOT.JOT290R..RV..	Only required for aircraft that over-fly Chicago Approach Control.			
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22	C90 Sectors 2, 3, & North Satellite		Sector 32 to Sector 44		EON..JOT	Cross 30 E EON VORTAC @ 11,000	No-over-water route for C90 North Satellite arrivals.	Sector 32 thru Sector 44 to Sector 57	
23	CVG		Sector 83 to Sector 46		JOT..CEGRM STAR, DELHI CEGRM STAR OR JOT.SHB STAR (Non-RNAV) OBK.SHB STAR (Non-RNAV)	AOB FL290	Sector 83 may clear direct BVT. Sector 83 releases control for descent and turns up to 30 degrees south of J60 to Sector 46. Sector 45 releases control for turns to Sector 46.	Sector 83 thru Sector 45 to Sector 46	
24	Indianapolis Terminal Airports		Sector 83 to Sector 46		JOT..WORDY...JAKKS..VHP or BRBIE.JAKKS STAR or DELHI.JAKKS STAR	AOB FL290	Sector 83 may clear direct WORDY or JAKKS INT. Sector 83 releases control for descent and turns up to 30° south of J60 to Sector 46. Sector 45 releases control for turns to Sector 46.	Sector 83 thru Sector 45 to Sector 46	
25	SDF		Sectors 83, 84 to Sector 47			AOB FL370			
26	CMI &TIP		Sector 34 to Sector 46		All		AOB FL300	Sector 46 assumes control for descent and 30° turns.	

Chapter 7. SOUTHWEST AREA

Section 1. STREATOR - SECTOR #50

7-1-1. Sector Narrative.

The Streator sector is primarily responsible for the sequencing of prop arrivals into ORD, jet and prop arrivals into Chicago Metropolitan Area airports, and low altitude en route control.

7-1-2. Assignment of Airspace.

During the hours that the Streator sector is non-operational, the airspace delegated to the Streator sector shall become the responsibility of the Plano sector. Assignment to other sectors may be accomplished when deemed operationally beneficial by the Front Line Manager or Controller-in-Charge.

7-1-3. Sector Information.

a. Frequency and Dial Codes:

Frequency -123.750 / 259.100 Mazon, IL (CB8)

Backup Frequency - 124.550 / 307.125 Bradford, IL (BDF)

SBUEC SITE

123.750 Plattville, IL (QHT)

259.100 Plattville, IL (QHT)

124.550 Bradford, IL (BDF)

307.125 Bradford, IL (BDF)

Dial Codes - Radar 750
 Radar Associate 650
 Radar Coordinator 850
 Radar Flight Data N/A
 Outside dial - Radar Associate - 62

b. Sector Description:

Altitudes - Surface - 10,000*

*Excluding airspace delegated to Chicago Approach Control

Approach Controls - Rockford, Peoria, Quad City, Champaign, and Chicago

c. NEXRAD WARP:

The altitude filter key setting is 000 – 600

7-1-4. Procedures.**a.** The Streator sector shall:

- (1) Clear Chicago Metropolitan Area departure aircraft on course as soon as feasible.
- (2) Shall assume control for right turns of up to 30 degrees from the Newtt Sector on Bloomington arrivals upon receipt of a radar handoff and transfer of communications.
- (3) Shall release control for turns of up to 30 degrees to the Newtt Sector on Bloomington departures upon receipt of a radar handoff and transfer of communications.

b. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for Chicago Metro arrivals routed over the JOT VORTAC:

- (1) The Danville sector shall issue a clearance to cross 20NM southeast of JOT at 4000 feet.
- (2) The Danville sector shall initiate a handoff to the Streator sector.
- (3) If traffic is a factor, Streator sector shall verbally coordinate with the Danville sector prior to accepting the handoff.
- (4) If traffic is not a factor, Streator sector shall accept the handoff and then initiate a handoff to Chicago Approach Control.
- (5) When Chicago Approach Control accepts the handoff the Danville sector then transfers communications to the Chicago Approach Control.
- (6) Any deviation from the above procedure shall be verbally coordinated.

c. The Following Automated Information Transfer (AIT) procedures are applicable to aircraft landing within Peoria (PIA) Approach Control.

- (1) Plano sector descends PIA Approach Control arrival to maintain 11,000 feet MSL.
- (2) Plano sector initiates a handoff to Streator sector.
- (3) If traffic is a factor, Streator sector verbally coordinates with Plano sector prior to accepting the handoff.
- (4) If traffic is not a factor. Streator sector accepts handoff and initiates a handoff to PIA Approach Control.
- (5) When PIA Approach Control accepts the handoff, the Plano sector then transfers communication to PIA Approach Control.
- (6) Any deviation from the above procedures is verbally coordinated.

7-1-5. Flight Data Requirements.

Primary printer location – D409

First Backup – D405

Second Backup – C308

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SFC - 10000
EXCEPT IN
C90 BOXES

STREATOR SECTOR - 50

Section 2. PLANO - SECTOR #51**7-2-1. Sector Narrative.**

The Plano sector is a high volume arrival sector responsible for sequencing jet and prop arrivals to ORD from the southwest, and Chicago Metropolitan Area airports, and en route separation.

7-2-2. Assignment of Airspace.

The Plano Sector is open 24/7. In the event of circumstances requiring delegation of the airspace, the sector would go either Sector 50 or 52, whichever is more operationally feasible.

7-2-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 135.150 / 323.300 Joliet, IL (JOT)

SBUEC SITE

135.150 Pontiac, IL (PNT)

323.300 Pontiac, IL (PNT)

Dial Codes: Radar 751
Radar Associate 651
Radar Coordinator 851
Radar Flight Data 251
Outside dial - Radar Associate – 05
Radar Flight Data - 59

b. Sector Description:

Altitudes - 11,000 - FL230*

*Excluding airspace delegated to Chicago Approach Control

Approach Controls - Chicago Approach Control

c. NEXRAD WARP:

The altitude filter key setting is 000 – 600

7-2-4. Procedures.

The Plano sector shall:

a. Be responsible for sequencing all Chicago Metropolitan Area arrivals within the lateral limits of the Plano sector 11,000 feet to FL230.

b. Special Use Airspace.

(1) Windy City Bravo ATCAA operations:

(a) Active Air Defense Missions.

(b) Intercept training.

(c) VIP Support

(d) Live fire and flares.

(e) Supersonic flight.

c. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for Chicago Metropolitan Area arrivals routed over the PNT VORTAC:

(1) The Lincoln sector shall initiate a handoff to the Newtt sector.

(2) If traffic is a factor, the Newtt sector shall verbally coordinate with the Lincoln sector prior to accepting the handoff.

(3) If traffic is not a factor, Newtt shall accept the handoff and then initiate a handoff to the Plano sector. The Newtt sector releases control for left turns up to 30 degrees and speed adjustment to the Plano sector upon transfer of radar identification to the Plano sector.

(4) When the Plano sector accepts the handoff, the Lincoln sector then transfers communications to the Plano sector.

(5) The Lincoln sector shall retain radar identification and a full data block of the arrival until it enters the Plano sector. The Newtt sector will not be required to point out these aircraft to the Lincoln sector.

(6) Any deviation from the above procedures shall be verbally coordinated.

d. Release control to the Plano Sector on ORD arrivals upon receipt of a radar handoff and transfer of communications for left turns, descent and for speed adjustment and also at or below 16,000 for right turns no further east than direct TRTLL waypoint.

e. Assume control for left turns up to 30 degrees and speed adjustment from the Roberts sector on ORD arrivals upon receipt of a radar handoff and transfer of communications.

f. The Plano sector must not issue a descend via clearance that would allow an aircraft to descend into another sector's airspace without prior approval.

g. The Following Automated Information Transfer (AIT) procedures are applicable to aircraft landing within Peoria (PIA) Approach Control.

(1) Plano sector descends PIA Approach Control arrival to maintain 11,000 feet MSL.

(2) Plano sector initiates a handoff to Streator sector.

(3) If traffic is a factor, Streator sector verbally coordinates with Plano sector prior to accepting the handoff.

(4) If traffic is not a factor. Streator sector accepts handoff and initiates a handoff to PIA Approach Control.

(5) When PIA Approach Control accepts the handoff, the Plano sector then transfers communication to PIA Approach Control.

(6) Any deviation from the above procedures is verbally coordinated.

7-2-5. Flight Data Requirements.

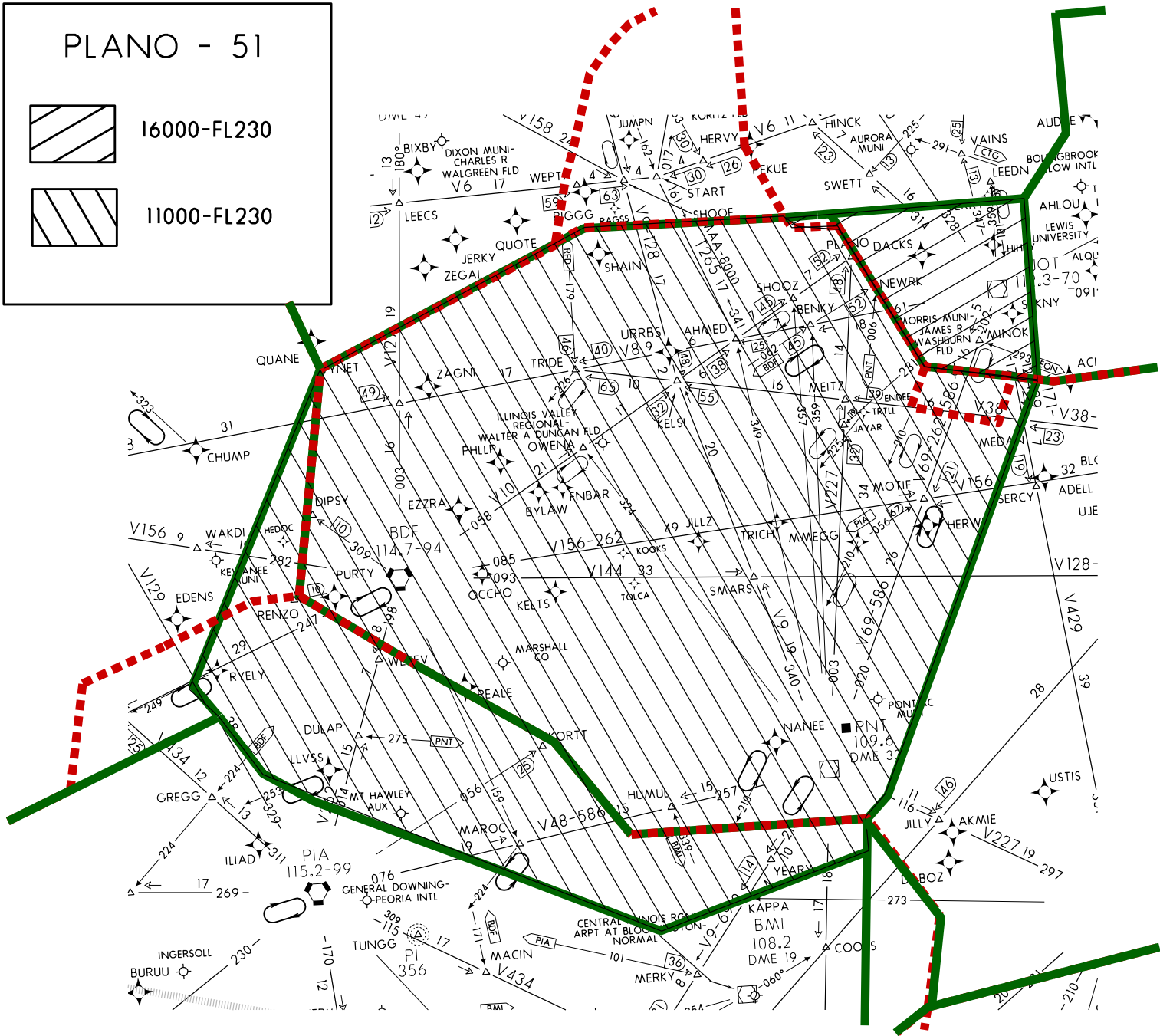
Primary printer location - D405

First Backup – D409

Second Backup – C306

9/13/18

ZAU7110.2V



PLANO SECTOR - 51

Section 3. BRADFORD - SECTOR #52**7-3-1. Sector Narrative.**

The Bradford sector is a high altitude sector which sequences Chicago Metropolitan Area arrivals and controls en route overflight traffic.

7-3-2. Assignment of Airspace.

During the hours that the Bradford sector is non-operational, the airspace delegated to the Bradford sector shall become the responsibility of the Plano sector. Assignment to other sectors may be accomplished when deemed operationally beneficial by the Front Line Manager or Controller-in-Charge.

7-3-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency – 132.225 / 323.225 Bradford, IL (BDF)

SBUEC SITE

132.225 Peoria, IL (PIA)

323.225 Peoria, IL (PIA)

Dial Codes: Radar 752
 Radar Associate 652
 Radar Coordinator 852
 Radar Flight Data none
 Outside dial - Radar Associate - 58

b. Sector Description:

Altitudes - FL240 - FL-330

Approach Controls – None

c. NEXRAD WARP:

The altitude filter key setting is 220-600

7-3-4. Procedures.

The Bradford sector shall:

a. Be responsible for sequencing all Chicago Metropolitan Area arrivals between FL240 and FL330 within the lateral limits of the Bradford sector.

b. The following Automated Information Transfer (AIT) procedure is applicable for Chicago Metropolitan Area arrivals routed over the BDF VORTAC:

(1) The Lowli sector shall issue a restriction to cross the KAMBL waypoint or 50 miles west of BDF VORTAC at FL240 and enter this altitude in the data block.

(2) The Lowli sector shall then initiate a handoff to the Bradford sector.

(3) The Bradford sector shall accept the handoff and initiate a handoff to the Burlington sector.

(4) The Lowli sector shall transfer communications to the Burlington sector after acceptance of the handoff by the Burlington sector. If the Burlington sector has not accepted the handoff prior to the Bradford sector boundary, the Lowli sector shall transfer communications to the Bradford sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

c. The following Automated Information Transfer (AIT) Procedure for south and southwest bound flights crossing the MZV VORTAC, which will pass through the LOWLI sector, is applicable to the HAWKS, LOWLI and Bradford sectors.

(1) The HAWKS sector shall initiate a handoff to the LOWLI sector.

(2) The LOWLI sector shall accept the handoff prior to the HAWKS sector boundary and reinitiate a handoff to the Bradford sector.

(3) The HAWKS sector shall transfer communications to the Bradford sector after acceptance of the handoff by Bradford sector.

(4) If the handoff is not accepted by the Bradford sector prior to MZV, the HAWKS sector shall transfer communications to the LOWLI sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

d. The Bradford sector must not issue a descend via clearance that would allow an aircraft to descend into another sector's airspace without prior approval.

7-3-5. Flight Data Requirements.

Primary printer location – D402

First Backup – D405

Second Backup – C303

Section 5. BURLINGTON - SECTOR #55**7-5-1. Sector Narrative.**

The Burlington sector is responsible for en route separation of overflight traffic in the vicinity of Burlington, Iowa. The Burlington sector is also responsible for en route separation of high and low performance aircraft and sequencing of Chicago Metropolitan Area arrival traffic. Burlington sector shall be aware of airspace assigned to the military that will affect traffic flow. Burlington sector shall be aware of crossing restrictions for adjacent sectors, and issue clearances accordingly. Burlington sector is responsible for airport control in the vicinity of the Burlington airport.

7-5-2. Assignment of Airspace.

During the hours that the Burlington sector is non-operational, the airspace delegated to the Burlington sector shall become the responsibility of the Ottumwa sector. Assignment to other sectors may be accomplished when deemed operationally beneficial by the Front Line Manager or Controller-in-Charge. During the hours that Quad City Approach Control is non-operational, the airspace delegated to Quad City Approach Control shall become the responsibility of the Burlington sector.

7-5-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 118.75 / 377.05 Moline, IL (MLI)

135.600	Burlington, IA (BRL)
370.950	Burlington, IA (BRL)

SBUEC SITE

118.75	Moline, IL	(MZV)
351.7	Moline, IL	(MZV)

135.600	Burlington, IA (BRL)
370.950	Burlington, IA (BRL)

Dial Codes: Radar 755
 Radar Associate 655
 Radar Coordinator 855
 Radar Flight Data none
 Outside dial - Radar Associate – 44
 Radar Flight Data - 06

b. Sector Description:

Altitudes – Surface - FL230*

Approach Controls: Cedar Rapids, Quad city, Rockford, Peoria

c. NEXRAD WARP:

The altitude filter key setting is 000 – 600.

7-5-4. Procedures.

The Burlington sector shall:

a. Accept Chicago Metropolitan Area or Rockford approach departures from the Malta sector at the altitude and heading depicted in the data block. No APREQ for IAFDOF is required. Malta sector may change the fourth line data information up until communication transfer.

b. Be responsible for sequencing all Chicago Metropolitan Area arrivals within the lateral limits of the Burlington sector from 11,000 feet to FL230. These aircraft shall be sequenced according to aircraft performance, jet to jet and prop to prop.

c. The following Automated Information Transfer procedure is applicable for Chicago Metropolitan Area Satellite arrivals routed over the BDF VORTAC or KAMBL Waypoint.

(1) The Lowli sector shall issue a restriction to cross the KAMBL waypoint or 50 miles west of BDF VORTAC at FL240 and enter this altitude in the data block.

(2) The Lowli sector shall then initiate a handoff to the Bradford sector.

(3) The Bradford sector shall accept the handoff and initiate a handoff to the Burlington sector.

(4) The Lowli sector shall transfer communications to the Burlington sector after acceptance of the handoff by the Burlington sector. If the Burlington sector has not accepted the handoff prior to the Bradford sector boundary, the Lowli sector shall transfer communications to the Bradford sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

d. The following Automated Information Transfer (AIT) procedures are applicable for Quad City Approach Control arrivals from the north:

(1) The Dubuque sector shall descend Quad City Approach Control arrivals to 11,000 feet and initiate a handoff to the Burlington sector.

(2) The Burlington sector shall accept the handoff then initiate a handoff Quad City Approach Control.

(3) The Dubuque sector shall transfer communications to Quad City Approach Control after observing the acceptance of the handoff by Quad City Approach Control.

(4) Any deviation from the above procedure shall be verbally coordinated.

e. The following Automated Information Transfer (AIT) procedures are applicable for Minneapolis Metropolitan Area arrivals filed over ALO VORTAC requesting FL230 or lower:

- (1) The Burlington sector shall initiate a handoff to the Dubuque sector.
- (2) The Dubuque sector shall accept the handoff then initiate a handoff to the Ottumwa sector.
- (3) The Burlington sector shall transfer communications to Ottumwa sector after observing the acceptance of the handoff by Ottumwa sector.
- (4) Any deviation from the above procedure shall be verbally coordinated.

h. The following Automated Information Transfer (AIT) Procedure between the HAWKS, COTON and BRL sectors for Chicago North Satellite arrivals routed via LOTTE are applicable to the HAWKS, COTON and BRL sectors:

- (1) The HAWKS sector shall issue a restriction to cross LOTTE at FL240 for Chicago North satellite arrivals.
- (2) The HAWKS sector shall then initiate a handoff to the COTON sector.
- (3) The COTON sector shall accept the handoff and initiate a handoff to the BRL sector.
- (4) The HAWKS sector shall transfer communications to the BRL sector after acceptance of the handoff by the BRL sector. If the BRL sector has not accepted the handoff prior to the LOTTE intersection, the HAWKS sector shall transfer communications to the COTON sector.
- (5) Any change to these procedures shall be verbally coordinated.

i. The following Automated Information Transfer (AIT) Procedure between the BRL and MALTA sectors and RFD ATCT for Chicago North Satellite arrivals is applicable to the BRL and MALTA sectors and RFD ATCT:

- (1) The BRL sector shall issue a restriction to cross BRL/MALTA boundary at or below FL210 to cross 20 NM west of RFD at 13,000 feet.
- (2) The BRL sector shall then initiate a hand off to the MALTA sector.
- (3) The MALTA sector shall accept the handoff and initiate a handoff to the RFD ATCT.
- (4) The BRL sector shall transfer communications to the RFD ATCT after acceptance of the handoff by the RFD ATCT. If RFD ATCT has not accepted the handoff prior to the 25 NM west of the RFD VOR, the BRL sector shall transfer communications to the Malta Sector.

j. The following Automated Information Transfer (AIT) Procedure between the Burlington and Malta sectors and RFD ATCT for Chicago West Satellite (ARR, DPA, DKB, 06C) arrivals is applicable to the Burlington and Malta sectors and RFD ATCT:

- (1) The Burlington sector shall issue a restriction to cross:
 - (a) PLL.V172.SIMMN..JOT direct destination and cross 20 NM from RFD at 13,000 feet.
 - (b) PLL..SIMMN..JOT direct destination and cross 20 NM West of PLL at 13,000 feet.
 - (c) Direct ARR and cross 65 NM from ARR at 13,000 feet.
 - (d) Direct SIMMN..JOT..DPA and cross 45 NM from SIMMN at 13,000 feet.
- (2) The Burlington sector shall then initiate a handoff to the Malta sector.

(3) The Malta sector shall accept the handoff and initiate a handoff to the RFD ATCT.

(4) The Burlington sector shall transfer communications to the RFD ATCT after acceptance of the handoff by the RFD ATCT. If RFD ATCT has not accepted the handoff prior to a North/South line through the PLL VOR, the Burlington sector shall transfer communications to the Malta Sector.

(5) Any change to these procedures shall be verbally coordinated.

k. The following Automated Information Transfer (AIT) procedures are applicable for Dubuque arrivals from the east:

(1) The MALTA sector shall descend Dubuque arrivals to 11,000 feet and initiate a handoff to the Burlington sector.

(2) The Burlington sector shall accept the handoff then initiate a handoff to the Dubuque sector.

(3) The MALTA sector shall transfer communications to the Dubuque sector after observing the acceptance of the handoff by the Dubuque sector.

(4) The MALTA and Burlington sectors release control for turns to the Dubuque sector.

(5) Any deviation from the above procedure shall be verbally coordinated.

l. The following Automated Information Transfer (AIT) Procedure between the COTON, HAWKS, and BRL sectors for Chicago Midway arrivals routed via CVA is applicable to the COTON, HAWKS and BRL sectors.

(1) The COTON sector shall issue a restriction to cross 35NM North of CVA or UGGLY Waypoint at FL 240 for Chicago Midway arrivals.

(2) The COTON sector shall then initiate a handoff to the HAWKS sector.

(3) The HAWKS sector shall accept the handoff and initiate a handoff to the BRL sector.

(4) The COTON sector shall transfer communications to the BRL sector after acceptance of the handoff by the BRL sector. If the BRL sector has not accepted the handoff prior to the HAWKS, COTON sector boundary, COTON shall transfer communications to the HAWKS sector.

(5) Any change to these procedures shall be verbally coordinated.

m. The following Automated Information Transfer (AIT) Procedure between the BRL and Malta sectors and RFD ATCT for aircraft landing within Rockford Approach Control airspace is applicable to the BRL and Malta sectors and RFD ATCT:

(1) The BRL sector shall issue a restriction to cross 40 NM west of RFD at 13,000 feet.

(2) The BRL sector shall then initiate a handoff to the Malta sector.

(3) The Malta sector shall accept the handoff and initiate a handoff to the RFD ATCT.

(4) The BRL sector shall transfer communications to the RFD ATCT after acceptance of the handoff by the RFD ATCT. If RFD ATCT has not accepted the handoff prior to a North/South line through the PLL VOR, the BRL sector shall transfer communications to the Malta Sector.

(5) Any change to these procedures shall be verbally coordinated.

n. The BRL sector must not issue a descend via clearance that would allow an aircraft to descend into another sector's airspace without prior approval.

o. The BRL sector shall transfer communications on ENDEE arrivals to PLANO sector no later than CHUMP or EDENS, unless otherwise coordinated.

p. The Following Automated Information Transfer (AIT) procedures are applicable to aircraft landing within PIA Approach Control.

(1) Burlington sector descends PIA Approach Control arrival to maintain 11,000 feet MSL.

(2) Burlington sector initiates a handoff to Lincoln sector.

(3) If traffic is a factor, Lincoln sector verbally coordinates with Burlington sector prior to accepting the handoff.

(4) If traffic is not a factor, Lincoln sector accepts handoff and initiates a handoff to PIA Approach Control.

(5) When PIA Approach Control accepts the handoff the Burlington sector then transfers communication to PIA Approach Control.

(6) Any deviation from the above procedures is verbally coordinated.

7-5-5. Flight Data Requirements.

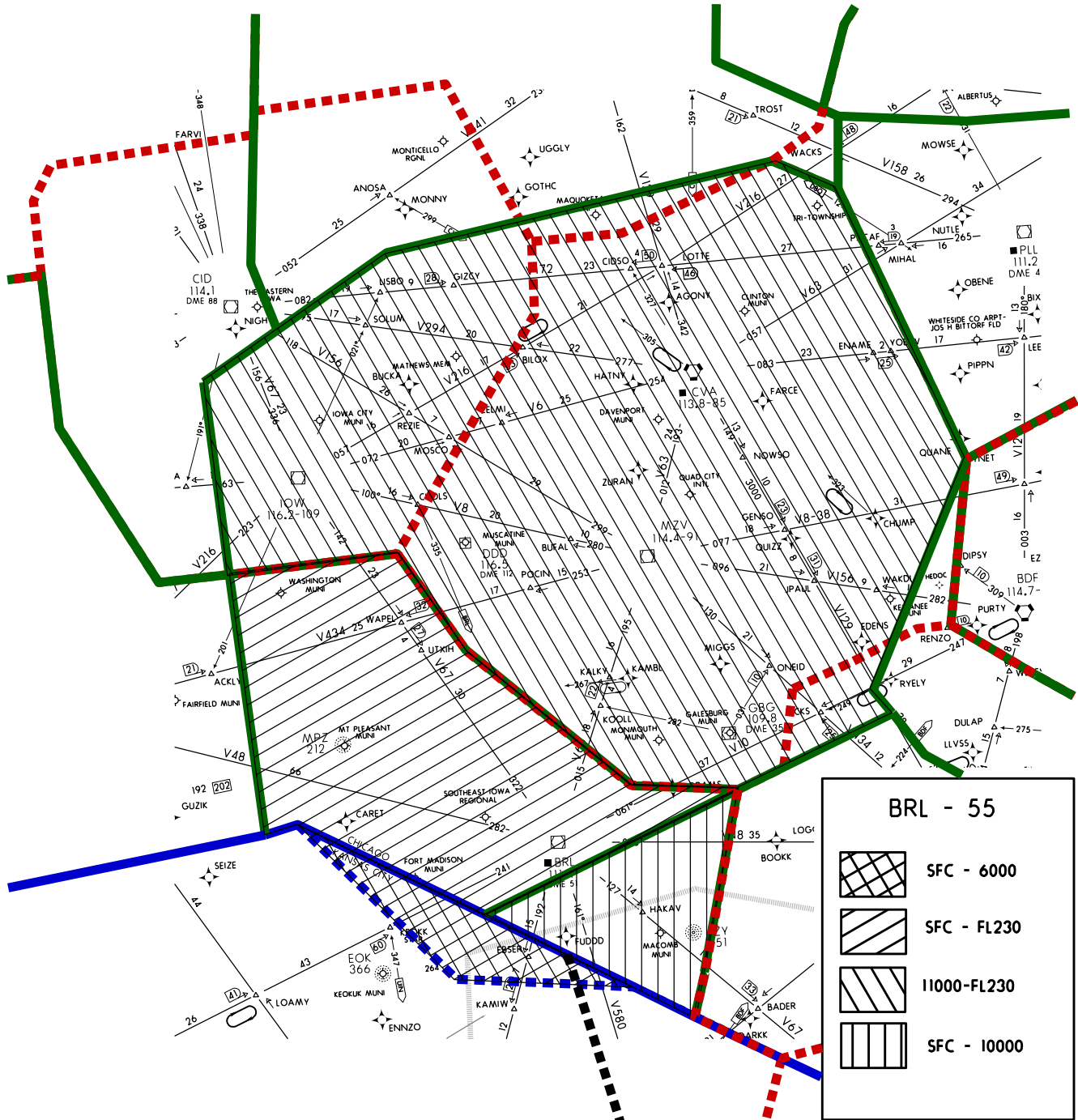
Primary printer location – C306

First Backup – D405

Second Backup – D402

9/13/18

ZAU7110.2V



BURLINGTON SECTOR - 55

Section 6. OTTUMWA - SECTOR #56

7-6-1. Sector Narrative.

The Ottumwa sector works a mix of high and low performance aircraft in a low altitude environment and is responsible for airport control in the vicinity of the Ottumwa airport.

7-6-2. Assignment of Airspace.

During the hours that the Ottumwa sector is non-operational, the airspace delegated to the Ottumwa sector shall become the responsibility of the Burlington sector. During the hours that Waterloo Approach Control is non-operational, the airspace delegated to Waterloo Approach Control shall become the responsibility of the Ottumwa sector. During the hours that Cedar Rapids Approach Control is non-operational, the airspace delegated to Cedar Rapids Approach Control shall become the responsibility of the Ottumwa sector.

7-6-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 132.800 / 328.400 Cedar Rapids, IA (CID)

Backup Frequencies – 118.150 / 354.100 Ottumwa, IA (OTM)
127.050 / 282.350 Des Moines, IA (DSM)

SBUEC SITE

132.800	Waterloo, IA (ALO)	118.150	Ottumwa, IA (OTM)
328.400	Waterloo, IA (ALO)	354.100	Ottumwa, IA (OTM)
127.050	Newton, IA (TNU)		
282.350	Newton, IA (TNU)		

Dial Codes: Radar 756
 Radar Associate 656
 Radar Coordinator 856
 Radar Flight Data 256
 Outside dial - Radar Associate – 46
 Radar Flight Data - 06

b. Sector Description:

Altitudes - Surface - FL230*

*Excludes the airspace delegated to Des Moines, Waterloo and Cedar Rapids Approach Controls
Approach Controls - Des Moines, Cedar Rapids and Waterloo.

c. NEXRAD WARP:

The altitude filter key setting is 000 – 600.

7-6-4. Procedures.

The Ottumwa sector shall:

- a.** The Ottumwa sector has no primary holding fixes.
- b.** The following Automated Information Transfer (AIT) procedures are applicable for the Waterloo Approach Control arrivals from the east:
 - (1) The Dubuque sector shall descend arrivals to 11,000', displaying this as an interim altitude in the data block and initiate a hand off to the Ottumwa sector.
 - (2) The Ottumwa sector shall accept the handoff and initiate a handoff to the Waterloo Approach Control.
 - (3) The Dubuque sector shall transfer communications to the Waterloo Approach Control after observing the acceptance of the handoff by the Waterloo Approach Control.
 - (4) Any deviation from the above procedure shall be verbally coordinated.
- c.** The following Automated Information Transfer (AIT) procedures are applicable for Minneapolis Metropolitan Area arrivals filed over ALO VORTAC requesting FL230 or lower:
 - (1) The Burlington sector shall initiate a handoff to the Dubuque sector.
 - (2) The Dubuque sector shall accept the handoff then initiate a handoff to the Ottumwa sector.
 - (3) The Burlington sector shall transfer communications to Ottumwa sector after observing the acceptance of the handoff by Ottumwa sector.
 - (4) Any deviation from the above procedure shall be verbally coordinated.

7-6-5. Flight Data Requirements.

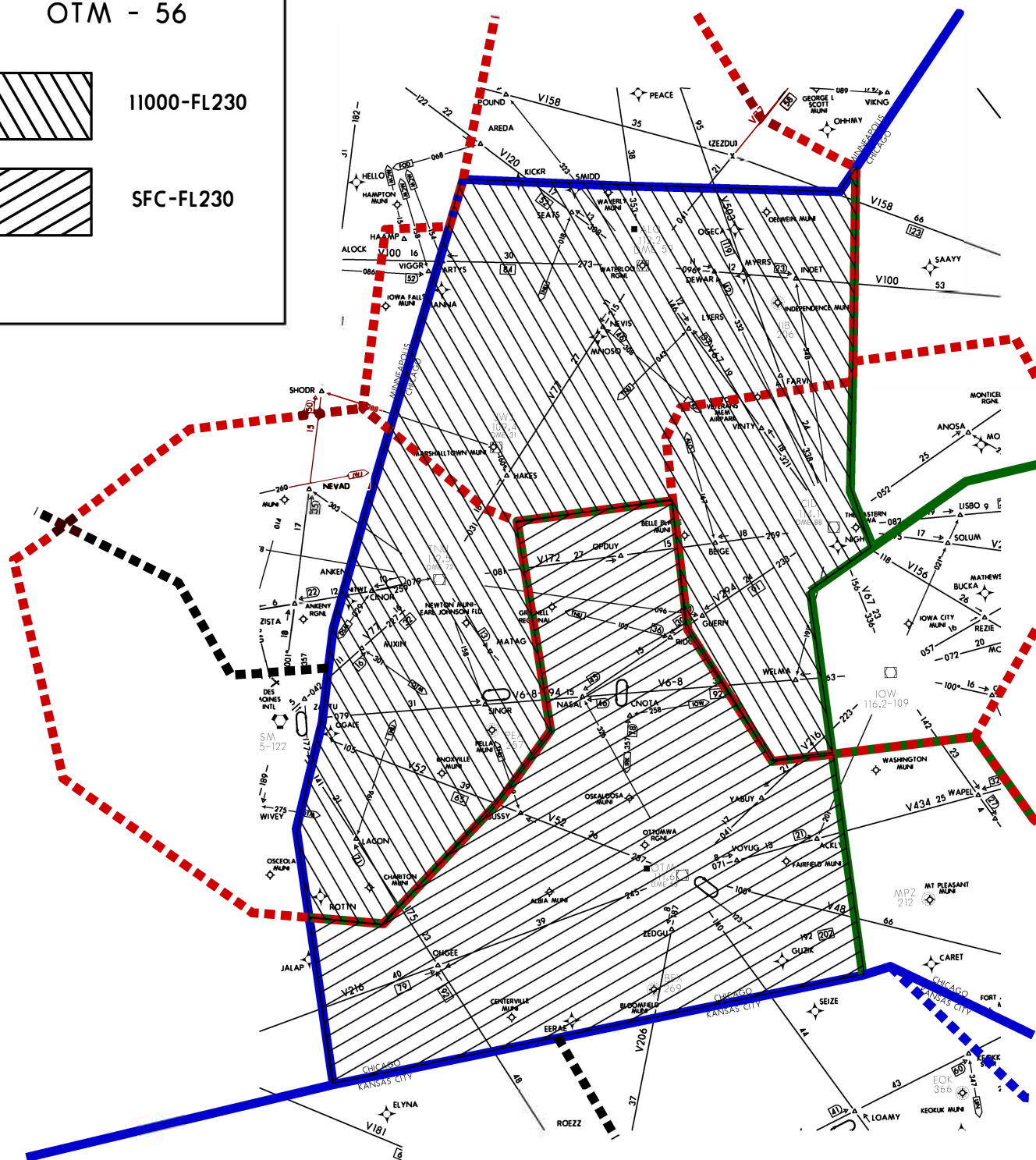
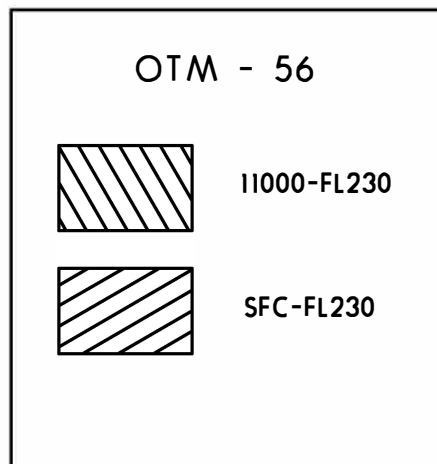
Primary printer location – C303

First Backup – D405

Second Backup – D402

9/13/18

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OTTUMWA - 56

Section 7. DANVILLE - SECTOR #57**7-7-1. Sector Narrative.**

Danville sector handles climbing, descending, and overflight traffic in many directions. Danville sector shall be aware of airspace assigned to the military that will affect traffic flow.

7-7-2. Assignment of Airspace.

During the times the Danville sector is non-operational, the airspace delegated to the Danville sector shall become the responsibility of the Streator sector.

7-7-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 135.750/353.950 (DNV)
132.500/284.700 (IKK)

SBUEC SITE

135.750	Crawfordsville, IN (CFJ)
353.950	Crawfordsville, IN (CFJ)
132.5000	Aroma Park, IL (DG8)
284.700	Aroma Park, IL (DG8)

Dial Codes - Radar 757
Radar Associate 657
Radar Coordinator 857
Radar Flight Data none
Outside dial - Radar Associate - 33

b. Sector Description:

Altitudes – Surface - FL230

Excluding that airspace delegated to Grissom RAPCON, Champaign, Indianapolis, Chicago TRACON, South Bend and Terre Haute Approach Controls

c. NEXRAD WARP:

The altitude filter key setting is 000 – 600

7-7-4. Procedures.

The Danville sector shall:

a. Hilltop/12-Mile MOA and Hilltop ATCAA.

(1) The Kokomo sector shall be the controlling sector for the Hilltop/12-Mile MOA and Hilltop ATCAA.

(2) The following Hilltop/12-Mile MOA and Hilltop ATCAA notification procedures are applicable:

(a) The MC shall advise ZID MC the Southwest Area, the Southeast Area, the East Area, and the South Area of Hilltop/12 Mile MOA and Hilltop ATCAA scheduled times.

(b) The Wolf Lake sector should receive a call from the aircraft departing FWA Airport five minutes prior to their departure (En route aircraft should advise the Kokomo sector five minutes prior to arrival at the COBRA/FREDM intersection).

(c) The Wolf Lake sector advises the Southeast Front Line Manager/Controller-in-Charge.

(d) Kokomo sector:

1 Requests 12-Mile/Hilltop MOA airspace from Grissom and South Bend Approach Controls.

2 Notifies Fort Wayne Approach Control.

(e) Southeast Operational Supervisor/Controller-in-Charge shall:

1 Canvass the following sectors which effect Hilltop/12-Mile MOA and Hilltop ATCAA: Wolf Lake, Kokomo, Fort Wayne, Bearz, Burbn, and Logan sectors.

2 Request approval from the South and Southwest, and East Area Operational Supervisor/Controller-in-Charge to activate the Hilltop/12 Mile MOA and Hilltop ATCAA, plus advise Indianapolis ARTCC areas 4 and 5 when Hilltop will be active.

3 Coordinate with the Kokomo sector after 1 & 2 are completed. This shall include the physical point outs of any aircraft that effect Hilltop and/or 12-Mile MOA and Hilltop ATCAA.

4 Operational Supervisors/Controllers-in-Charge shall display Hilltop/12 Mile MOA and Hilltop ATCAA status on the ESIS/Status Board.

(f) The Kokomo sector shall activate the Airspace Status Display in URET.

(g) All Controllers canvassed shall:

1 Advise the Southeast Operational Supervisor/Controller-in-Charge of any traffic effecting Hilltop/12-Mile MOA and Hilltop ATCAA.

2 PVD all targets effecting Hilltop and/or 12-Mile MOA and Hilltop ATCAA to the Kokomo sector.

(h) When the Hilltop/12-Mile MOA and Hilltop ATCAA goes inactive:

1 The Southeast Operational Supervisor/Controller-in-Charge shall notify all Southeast sectors involved, the South, East, and Southwest Operational Supervisors/Controllers-in-Charge and Indianapolis ARTCC areas 4 and 5.

2 The Kokomo sector shall return the 12-Mile/Hilltop MOA airspace to Grissom and South Bend Approach Controls, and notify Fort Wayne Approach Control.

3 The Kokomo sector shall deactivate the Airspace Status Display in URET.

(i) If any or all of Hilltop/12-Mile MOA and Hilltop ATCAA needs to be recalled, the sector or facility asking for the recall shall notify the Kokomo sector five minutes prior to recall.

(j) The Logan sector shall be responsible for monitoring the Hilltop ATCAA FL240 and above; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL240 or above, the Logan sector shall contact the aircraft directly on frequency 350.35. The Kokomo sector is responsible for monitoring Hilltop ATCAA FL180 through FL230, Hilltop MOA and 12-Mile MOA; and monitor frequency 350.35. If any aircraft spill out of the Hilltop ATCAA FL180 through FL230, Hilltop MOA or 12-Mile MOA, the Kokomo sector shall contact the aircraft directly on frequency 350.35.

b. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for CMI arrivals:

(1) The Peotone sector shall enter either an interim altitude of 11,000 feet or an assigned altitude of 11,000 feet.

(2) The Peotone sector shall initiate a handoff to the Danville sector.

(3) If traffic is a factor, Danville sector shall verbally coordinate with the Peotone sector prior to accepting the handoff.

(4) If traffic is not a factor, Danville sector shall accept the handoff and then initiate a handoff to Champaign Approach Control.

(5) When Champaign Approach Control accepts the handoff the Peotone sector then transfers communications to the Champaign Approach Control.

(6) Any deviation from the above procedure shall be verbally coordinated.

c. The following pre-arranged coordination procedures are applicable to the specified sector for the descending of Chicago Metropolitan arrivals, established in the Danville Arrival Corridor depicted in Chapter 12, Appendix B.

(1) The Danville sector is authorized to enter the Peotone sector with Chicago Metropolitan Area Satellite arrivals established within the lateral and vertical limits of the Danville Arrival Corridor.

(2) The Danville sector shall assume responsibility to point out to the Peotone sector Chicago Metropolitan arrivals which do not enter the Danville Arrival Corridor at or below 15,000 feet or exit at or below 10,000 feet.

(3) The Peotone sector shall assume responsibility to point out to the Danville sector aircraft 11,000 feet through 15,000 feet that will transition the Danville Arrival Corridor. That portion of the Danville Arrival Corridor that lies within the lateral limits of the Peotone sector from 11,000 feet through 15,000 feet is the Peotone sector's airspace.

(4) Any deviation from the above procedures shall be verbally coordinated.

d. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 12, Appendix A) are applicable to the, Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

(1) The Peotone sector:

(a) is authorized to enter the Danville and Lincoln sectors with Chicago Metropolitan Area Departures requesting FL240 and above, while climbing said departures to FL230, provided aircraft are established within the lateral and vertical limits of the South Departure Climb Corridor. The Peotone sector shall assume separation responsibility of known traffic, unless otherwise coordinated.

(b) Shall point out to the Danville and/or Lincoln sectors, as appropriate, aircraft which do not enter the Danville and/or Lincoln sectors within the confines of the South Departure Climb Corridor at or above FL190.

(c) Shall point out to the Newtt sector Peotone sector aircraft that will traverse the Newtt Section of the South Departure Climb Corridor.

(2) The Newtt sector:

(a) Is authorized to enter the Lincoln and Danville sectors with Chicago Metropolitan Area Departures requesting FL240 and above, while climbing said departures to FL230, provided aircraft are established within the lateral and vertical limits of the South Departure Climb Corridor. The Newtt sector shall assume separation responsibility of known traffic, unless otherwise coordinated.

(b) Shall point out to the Lincoln and/or Danville sectors, as appropriate, aircraft which do not enter the Lincoln and/or Danville sectors within the confines of the South Departure Climb Corridor at or above FL190.

(c) Shall point out to the Peotone sector Newtt sector aircraft that will traverse the Peotone Section of the South Departure Climb Corridor.

(3) The Danville sector shall:

(a) Point out to the Peotone sector all Danville sector aircraft from FL180 through FL230 that will traverse the Peotone Section of the South Departure Climb Corridor, with the exception of those aircraft traversing the corridor from the Lincoln or Peotone sectors. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Danville sector from FL190 through FL230 is the Danville sector's airspace.

(b) Point out to the Newtt sector all Danville aircraft FL180 through FL230 that will traverse the Newtt section of the South Departure Climb Corridor.

(4) The Lincoln sector shall:

(a) Point out to the Newtt sector all Lincoln sector aircraft from FL180 through FL230 that will traverse the Newtt Section of the South Departure Climb Corridor, with the exception of those aircraft traversing the corridor from the Danville or Newtt sectors. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Lincoln sector from FL190 through FL230 is the Lincoln sector's airspace.

(b) Point out to the Peotone sector all Lincoln sector aircraft from FL180 through FL230 that will traverse the Peotone Section of the South Departure Climb Corridor.

(5) The Boiler sector shall assume control from the Peotone and Danville sectors for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the Peotone Section of the South Departure Climb Corridor.

(6) The Roberts sector shall assume control from the Newtt and Lincoln sectors for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the Newtt Section of the South Departure Climb Corridor.

(7) Any deviation from the above procedures shall be verbally coordinated.

e. Assume control from the Peotone sector for descent and left turns up to 30 degrees on Chicago Metropolitan departures upon completion of a radar handoff and communications transfer.

f. Assume control from the Peotone sector for turns and descent on CVG arrivals south of Q42 upon completion of a radar handoff and communications transfer.

g. Assume control from the Peotone sector for up to 30 degree right turns on sector 4 arrivals.

h. Assume control from the Peotone sector for descent on SDF arrivals south of Q42 upon completion of a radar handoff and communications transfer.

i. For Indianapolis Terminal Airport arrivals from the Peotone sector to the Danville sector - the data block shall accurately reflect aircraft's altitude assignment and acceptance of a handoff constitutes approval of altitude information and serves as valid coordination, to include Inappropriate Altitude for Direction of Flight (IAFDOF) and aircraft in a transitional stage of flight. Assume control from the Peotone sector for descent on Indianapolis Terminal Airport arrivals upon completion of a radar handoff and communications transfer or upon Peotone sector approval of point-out from the Danville sector.

j. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for Chicago Approach Control sectors 2, 3 and North Satellite (no over-water route) arrivals:

(1) The Kokomo sector shall enter either an interim altitude of 11,000 feet or an assigned altitude of 11,000 feet and descend aircraft to cross 30 DME east of EON VORTAC at and maintain 11,000 feet.

(2) The Kokomo sector shall initiate a handoff to the Peotone sector.

(3) If traffic is a factor, the Peotone sector shall verbally coordinate with Kokomo sector prior to accepting the handoff.

(4) If traffic is not a factor, the Peotone sector shall accept the handoff then initiate a handoff to the Danville sector.

(5) When the Danville sector accepts the handoff the Kokomo sector then transfers communications to the Danville sector.

(6) Any deviation from the above procedure shall be verbally coordinated.

k. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for Chicago Metro arrivals routed over the JOT VOR:

(1) The Danville sector shall issue a clearance to cross 20NM southeast of JOT at 4000 feet.

(2) The Danville sector shall initiate a handoff to the Streator sector.

(3) If traffic is a factor, Streator sector shall verbally coordinate with the Danville sector prior to accepting the handoff.

(4) If traffic is not a factor, Streator sector shall accept the handoff and then initiate a handoff to Chicago Approach Control.

(5) When Chicago Approach Control accepts the handoff the Danville sector then transfers communications to the Chicago Approach Control.

(6) Any deviation from the above procedure shall be verbally coordinated.

l. Release control for right runs up to 30 degrees to the Boiler sector on Indianapolis Terminal Airport departures upon receipt of a radar handoff and transfer of communications.

m. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for Chicago Approach Control Sector 4 arrivals.

(1) The NEWTT sector shall cross 20 SW LUCIT INT at 11,000.

(2) The NEWTT sector shall initiate a handoff to the Peotone sector.

(3) If traffic is a factor, the Peotone sector shall verbally coordinate with the NEWTT sector prior to accepting the handoff.

(4) If traffic is not a factor, the Peotone sector shall accept the handoff then initiate a handoff to the Danville sector.

(5) When Danville sector accepts the handoff the NEWTT sector then transfers communications to Danville sector.

(6) Any deviation from the above procedure shall be verbally coordinated.

7-7-5. Flight Data Requirements.

Primary printer location – C308

First Backup –C306

Second Backup – D409

ZAU7110.2V



Section 8 LINCOLN - SECTOR #58**7-8-1. Sector Narrative.**

The Lincoln sector is responsible for en route separation of high and low performance aircraft and sequencing of Chicago Metropolitan arrival traffic. The Lincoln sector shall be aware of airspace assigned to the military that will affect traffic flow. The Lincoln sector shall be aware of crossing restrictions for adjacent sectors, and issue clearances accordingly.

7-8-2. Assignment of Airspace.

During the hours that the Lincoln sector is non-operational, the airspace delegated to the Lincoln sector shall become the responsibility of the Burlington sector. Assignment to other sectors may be accomplished when deemed operationally beneficial by the Front Line Manager or Controller-in-Charge.

7-8-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 119.225 / 307.250 Leroy, IL (CE8)

SBUEC SITE

119.225 Rowell, IL (QID)

307.250 Rowell, IL (QID)

Dial Codes: Radar 758
 Manual 658
 Radar Coordinator 858
 Outside dial - "D" side - 42

b. Sector Description:

Altitudes - 11,000 - FL230*

*Excludes airspace delegated to Peoria, Springfield and Champaign Approach Controls.

Approach Controls - Peoria, Springfield, Champaign.

c. NEXRAD WARP Setting: The altitude filter key setting is 000 - 600

7-8-4. Procedures.

The Lincoln sector shall:

a. Be responsible for sequencing all Chicago Metropolitan Area arrivals within the lateral limits of the Lincoln sector from 11,000 feet to FL230.

b. Assume control from Newtt sector for right turns up to 30 degrees and descent on Chicago Metropolitan Departures.

c. The following pre-arranged coordination procedures (P-ACP) for Chicago Metropolitan Area Departures established within the South Departure Climb Corridor (depicted in Chapter 12, Appendix A) are applicable to the Peotone, Newtt, Danville, Lincoln, Roberts and Boiler sectors:

(1) The Peotone sector:

(a) Is authorized to enter the Danville and Lincoln sectors with Chicago Metropolitan Area Departures requesting FL240 and above, while climbing said departures to FL230, provided aircraft are established within the lateral and vertical limits of the South Departure Climb Corridor. The Peotone sector shall assume separation responsibility of known traffic, unless otherwise coordinated.

(b) Shall point out to the Danville and/or Lincoln sectors, as appropriate, aircraft which do not enter the Danville and/or Lincoln sectors within the confines of the South Departure Climb Corridor at or above FL190.

(c) Shall point out to the Newtt sector Peotone sector aircraft that will traverse the Newtt Section of the South Departure Climb Corridor.

(2) The Newtt sector:

(a) Is authorized to enter the Lincoln and Danville sectors with Chicago Metropolitan Area Departures requesting FL240 and above, while climbing said departures to FL230, provided aircraft are established within the lateral and vertical limits of the South Departure Climb Corridor. The Newtt sector shall assume separation responsibility of known traffic, unless otherwise coordinated.

(b) Shall point out to the Lincoln and/or Danville sectors, as appropriate, aircraft which do not enter the Lincoln and/or Danville sectors within the confines of the South Departure Climb Corridor at or above FL190.

(c) Shall point out to the Peotone sector Newtt sector aircraft that will traverse the Peotone Section of the South Departure Climb Corridor.

(3) The Danville sector shall:

(a) Point out to the Peotone sector all Danville sector aircraft from FL180 through FL230 that will traverse the Peotone Section of the South Departure Climb Corridor, with the exception of those aircraft traversing the corridor from the Lincoln or Peotone sectors. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Danville sector from FL190 through FL230 is the Danville sector's airspace.

(b) Point out to the Newtt sector all Danville aircraft FL180 through FL230 that will traverse the Newtt section of the South Departure Climb Corridor.

(4) The Lincoln sector shall:

(a) Point out to the Newtt sector all Lincoln sector aircraft from FL180 through FL230 that will traverse the Newtt Section of the South Departure Climb Corridor, with the exception of those aircraft traversing the corridor from the Danville or Newtt sectors. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Lincoln sector from FL190 through FL230 is the Lincoln sector's airspace.

(b) Point out to the Peotone sector all Lincoln sector aircraft from FL180 through FL230 that will traverse the Peotone Section of the South Departure Climb Corridor.

(5) The Boiler sector shall assume control from the Peotone and Danville sectors for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the Peotone Section of the South Departure Climb Corridor.

(6) The Roberts sector shall assume control from the Newtt and Lincoln sectors for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the Newtt Section of the South Departure Climb Corridor.

(7) Any deviation from the above procedures shall be verbally coordinated.

d. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for Chicago Metropolitan Area arrivals routed over the PNT VORTAC:

(1) The Lincoln sector shall initiate a handoff to the Newtt sector.

(2) If traffic is a factor, the Newtt sector shall verbally coordinate with the Lincoln sector prior to accepting the handoff.

(3) If traffic is not a factor, Newtt shall accept the handoff and then initiate a handoff to the Plano sector. The Newtt sector releases control for left turns up to 30 degrees and speed adjustment to the Plano sector upon transfer of radar identification to the Plano sector.

(4) When the Plano sector accepts the handoff the Lincoln sector then transfers communications to the Plano sector.

(5) The Lincoln Sector shall retain radar identification and a full data block of the arrival until it enters the Plano sector. Newtt sector will not be required to point out these aircraft to the Lincoln sector.

(6) Any deviation from the above procedure shall be verbally coordinated.

e. The following Automated Information Transfer (AIT) procedures are applicable to the specified sectors for CMI arrivals.

(1) The Newtt sector shall enter either an interim altitude of 11,000 feet or an assigned altitude of 11,000 feet.

(2) The Newtt sector shall initiate a handoff to the Lincoln sector.

(3) If traffic is a factor, the Lincoln sector shall verbally coordinate with Newtt sector prior to accepting the handoff.

(4) If traffic is not a factor, the Lincoln sector shall accept the handoff then initiate a handoff to Champaign Approach Control.

(5) When Champaign Approach Control accepts the handoff, the Newtt sector then transfers communications to Champaign Approach Control.

(6) Any deviation from the above procedure shall be verbally coordinated.

f. Advise the Plano and Burlington sectors prior to holding Chicago Metropolitan Area arrivals at LLVSS and PIA VORTAC. This coordination shall include the holding pattern altitudes to be utilized during holding.

g. The Lincoln sector must not issue a descend via clearance that would allow an aircraft to descend into another sector's airspace without prior approval.

h. The Lincoln sector shall transfer communications on ENDEE arrivals to PLANO sector no later than LLVSS or 15 S of NANEE, unless otherwise coordinated.

j. The Following Automated Information Transfer (AIT) procedures are applicable to aircraft landing within PIA Approach Control.

(1) Burlington sector descends PIA Approach Control arrival to maintain 11,000 feet MSL.

(2) Burlington sector initiates a handoff to Lincoln sector.

(3) If traffic is a factor, Lincoln sector verbally coordinates with Burlington sector prior to accepting the handoff.

(4) If traffic is not a factor. Lincoln sector accepts handoff and initiates a handoff to Peoria Approach Control.

(5) When PIA Approach Control accepts the handoff the Burlington sector then transfers communication to PIA Approach Control.

(6) Any deviation from the above procedures is verbally coordinated.

7-8-5. Flight Data Requirements.

Primary printer location - G702

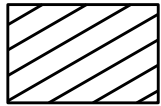
First Backup – G705

Second Backup – H801

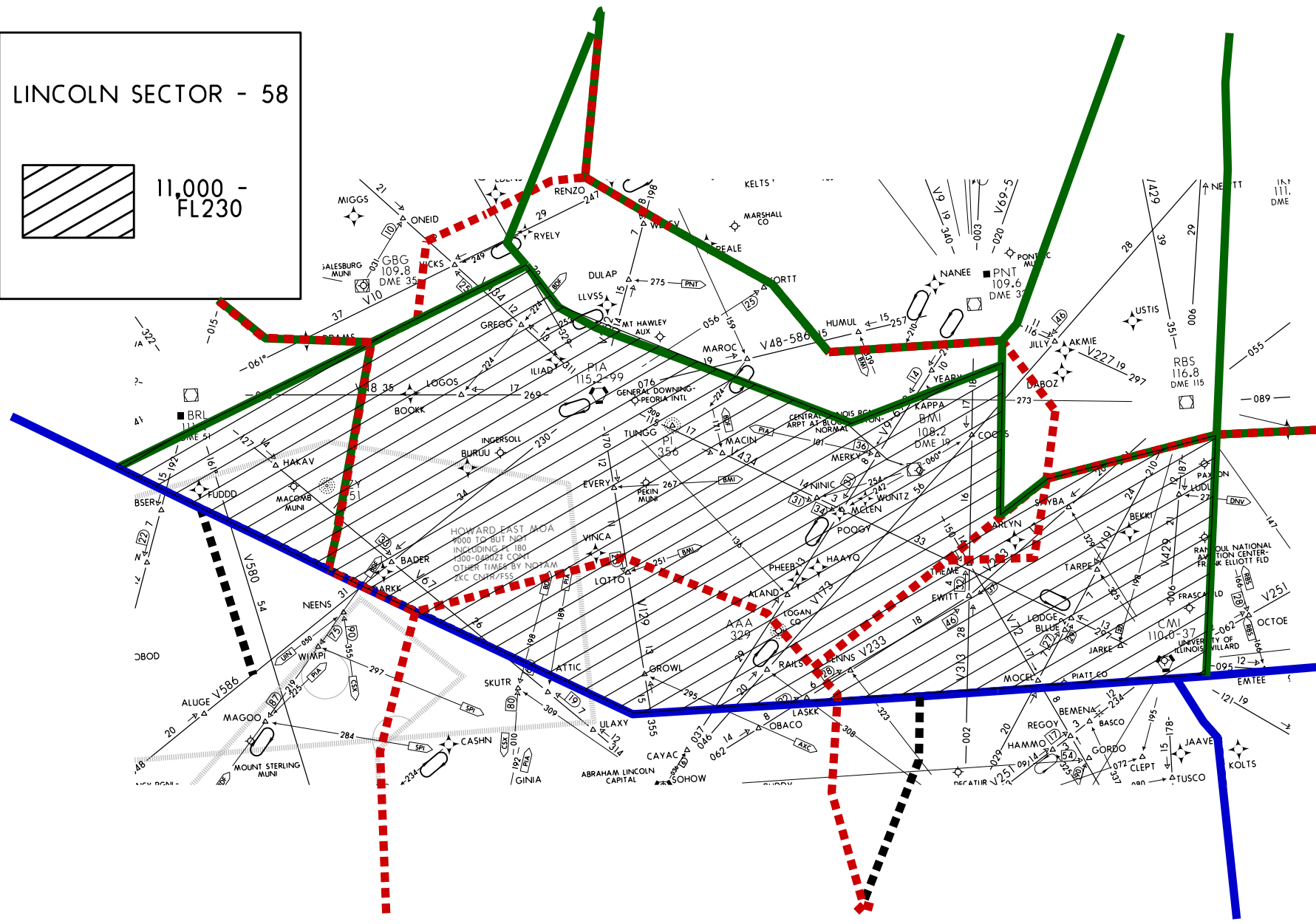
9/13/18

ZAU 7110.2V

LINCOLN SECTOR - 58



11,000 -
FL230



LINCOLN SECTOR - 58

9/13/18 Southwest Area Restriction Chart ZAU 7110.2V								
	Arrival Point	Dept Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
27	MDW		From Sector 92 to Sector 55	All	CVA.MOTIF STAR or ENDEE STAR	Cross UGGLY at FL240 or 60 NW of BDF @240		Sector 75 thru Sector 92 to Sector 55
28			From Sector 55 to Sector 51	Jets	CVA.MOTIF STAR or ENDEE STAR	Cross 20 NW BDF VOR @ FL190 Cross CHUMP @ FL190 Cross EDENS @ FL210	Sector 51 assumes control for turns up to 45 degrees and descent.	
29				Props		Enter Sector 51 AOB 17,000 ft	Sector 51 assumes control for turns up to 45 degrees and descent.	
30			From Sector 90 to Sector 52	All	BDF.MOTIF STAR or ENDEE STAR	Cross 50nm west BDF VOR at FL240 Cross KAMBL @ FL240		Sector 90 thru Sector 52 to Sector 55
31			From Sector 92 to Sector 55			Cross 50NM NW BDF VOR at FL240 Cross UGGLY @ FL240		
32			From Sector 52 to Sector 55	Non RNAV	BDF MOTIF STAR	Cross 40nm SW BDF VOR at FL240		
33			From Sector 55 to Sector 51	Jets	BDF.MOTIF STAR or ENDEE STAR	Cross 20 NW BDF VOR @ FL210	Sector 51 assumes control for turns up to 45 degrees and descent.	
34				Props		Enter Sector 51 AOB 15,000 ft	Sector 51 assumes control for turns up to 45 degrees and decent.	
35			From Sector 58 to Sector 51	Jets	BDF.MOTIF STAR or ENDEE STAR	Cross 20 S BDF VOR AOB FL210 or LLVSS AOB FL210 or 15 S of NANEE AOB FL210	Sector 51 assumes control for turns up to 45 degrees and descent.	
36				Props		Enter Sector 51 AOB 15,000 ft	Sector 51 assumes control for turns up to 45 degrees and descent.	
37			From Sector 52 to Sector 58	All	PIA.MOTIF STAR or ENDEE STAR.	Cross BOOKK or BURUU AOB FL290 then descending to FL240		
38			From Sector 58 to Sector 51	NON RNAV Jets	PIA.MOTIF STAR	Cross 10nm NE PIA VOR AOB FL210	Sector 51 assumes control for turns up to 45 degrees and descent.	
39				NON RNAV Props		Enter Sector 51 AOB 17,000 ft	Sector 51 assumes control for turns up to 45 degrees and descent.	
40			From Sector 45 to Sector 58	All	ENDEE STAR or via PNT.MOTIF STAR	POOGY @FL240 or 30 S NANEE @ FL240 or Cross 30 S PNT VOR @ FL240	Release control to sector 58 for left turns up to 30° and speed adjustment. Sector 45 may clear ENDEE STAR Arrivals direct NANEE.	
41			From Sector 58 to Sector 51	NON RNAV Jets	PNT.MOTIF STAR	Cross 15nm south PNT VOR AOB FL190	Sector 51 assumes control for turns up to 45 degrees and descent.	
42				NON RNAV Props		Cross 15nm south PNT VOR AOB 17,000 ft	Sector 51 assumes control for turns up to 45 degrees and descent.	
43			From Sector 50 to C90	RNAV	ENDEE STAR	Cross ENDEE at 6,000/7,000		
44				Non RNAV	JOT Direct	Cross C90 boundary at 6,000/7,000 ft or Cross 10nm west of JOT VOR at 6,000/7,000 f		

SW-2

9/13/18			Southwest Area Restriction Chart			ZAU 7110.2V		
#	Arrival Point	Dept Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
45	C90 Sector 2, 3HO, 05C and IGQ		From Sector 55 to Sector 51	Props	MZV.V8.JOT..	Enter Sector 51 at or below 15,000 ft		From Sector 32 thru Sector 44 to Sector 57
46			From Sectors 32, 44 to Sector 57	All	EON..JOT..	Cross 30nm east EON VOR at 11,000 ft		
47			From Sector 52 to Sector 55, 58		BDF.V156.MOTIF.. JOT	Cross 40nm SW BDF VOR at FL240		
48			From Sector 45 to Sector 58		PNT.V69.JOT	Cross 30nm south PNT VOR at FL240	Sector 58 assumes control for left turns up to 30 degrees and speed adjustment.	
49			From Sector 55 to Sector 51	Jets	BDF.V156.MOTIF.. JOT	Enter PLANO AOB FL190	Sector 51 assumes control for turns up to 45 degrees and descent.	
50				Props		Enter Sector 51 AOB 15,000 ft		
51			From Sector 58 to Sector 51	Jets	PNT.V69.JOT	Cross 10nm south PNT VOR AOB 17,000 ft	Sector 51 assumes control for turns up to 45 degrees and descent.	
52						Enter Sector 51 AOB 15,000 ft	Sector 51 assumes control for turns up to 45 degrees and descent.	
53			From Sector 50 to C90	All	JOT Direct	Cross C90 boundary at 6,000/7,000 ft or Cross 10nm west of JOT VOR at 6,000/7,000 ft	Jets may cross at 7,000 if prop traffic at 6,000 Sector 50 releases control for right turns to C90.	
54			From Sector 46 to Sector 57	All		Cross 20 NM south BVT VOR at FL240	Assume control for 30 degree right turns.	
55	GYG		From Sector 52 to Sector 55		EDENS.LUCIT STAR	Cross 30nm W EDENS at FL240		
56			From Sector 45 to Sector 58		WUNTZ.LUCIT STAR	Cross 10 SW WUNTZ @ FL240		
57			From Sector 55 to Sector 51	Jets	EDENS.LUCIT STAR	Cross EDENS AOB FL210	Sector 51 assumes control for turns up to 45 degrees and descent.	
58				Props		Enter Sector 51 AOB 17,000 ft	Sector 51 assumes control for turns up to 45 degrees and decent.	
59			From Sector 58 to Sector 51	Jets	PIA.HERWK.LUCIT STAR	Cross 10nm NE PIA AOB FL210	Sector 51 assumes control for turns up to 45 degrees and descent.	
60				Props		Enter Sector 51 AOB 17,000 ft	Sector 51 assumes control for turns up to 45 degrees and descent.	
61			From Sector 58 to Sector 43	All	COOKS.LUCIT STAR	COOKS @ 17,000	Sector 58 may clear direct LUCIT and enter Sector 43 @ 17,000. Sector 58 release control for descent and right turns up to 30° to	
62			Sector 46 to Sector 57	All	KKOPA.LUCIT STAR	KKOPA @ FL240	Release control from 46 to 57 for right turns up to 30 degrees	

9/13/18 Southwest Area Restriction Chart ZAU 7110.2V								
	Arrival Point	Dept Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
63	C90 North Satellites		From Sectors 90, 52 to Sector 55	All	BDF.V10.PLANO.. DPA..	Cross 50nm west BDF VOR at FL240		Sector 90 thru Sector 52 to Sector 55
64			From Sector 52 to Sector 55, 58			Cross 40nm SW BDF VOR at FL240		
65			From Sector 45 to Sector 58		PNT.V227.PLANO.. DPA..	Cross 30nm south PNT VOR at FL240	Sector 58 assumes control for left turns up to 30 degrees and speed adjustment.	
66			From Sector 55 to Sector 51	Jets	BDF.V10.PLANO.. DPA MZV.V8..V10.PLANO..DPA.	Cross 20 W BDF VOR AOB FL190	Sector 51 assumes control for turns up to 45 degrees and descent.	
67			From Sector 58 to Sector 51		PNT.V227.PLANO..DPA..	Cross 15nm south PNT VOR AOB FL190	Sector 51 assumes control for turns up to 45 degrees and descent.	
68			From Sector 55 to Sector 51	Props	MZV.V8..V10.PLANO..DPA.	Enter Sector 51 AOB FL190	Sector 51 assumes control for turns up to 45 degrees and descent.	
69					BDF.V10.PLANO..DPA..		Sector 51 assumes control for turns up to 45 degrees and descent.	
70					From Sector 58 to Sector 51		PNT.V227.PLANO..DPA..	Sector 51 assumes control for turns up to 45 degrees and descent.
71			From Sector 51 to Sector 50	All	PLANO..DPA..DEST	Descending to 11,000 ft		
72			From Sector 50 to C90	All	PLANO..DPA..DEST	Cross PLANO at 6,000 ft		
73			From Sector 55 to RFD ATCT	All	LOTTE..RFD.V100.KRENA	Cross the Sector 77 boundary AOB FL210 to cross 20 nm west of RFD at 13,000		
74								
75			From Sector 46 to Sector 57	All		Cross 20 NM south BVT VOR at FL240	Assume control for 30 degree right turns.	
76	PWK		From 57 to Sector 44/32	All	VINNE..BRAVE.. EXARR..OBK	AOA 16000		
77	UGN		From 57 to Sector 44/32	All	VINNE..BRAVE.. EXARR..	AOA 16000		

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9/13/18 Southwest Area Restriction Chart ZAU 7110.2V								
	Arrival Point	Dept Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
78	C90 Sector 3		From Sector 90,52 to Sector 55	All	BDF.V10.PLANO..	Cross 50nm west BDF VOR at FL240		Sector 90 thru Sector 52 to Sector 55
79			From Sector 52 to Sectors 55 or 58			Cross 40nm SW BDF VOR at FL240		
80			From Sector 45 to Sector 58		PNT.V227.PLANO..	Cross 30nm south PNT VOR at FL240	Sector 58 assumes control for left turns up to 30 degrees and speed adjustment.	
81			From Sector 55 to Sector 51	Jets	MZV.V8..V10.PLANO..	Enter Sector 51 AOB FL190	Sector 51 assumes control for turns up to 45 degrees and descent.	
82					BDF.V10.PLANO..		Sector 51 assumes control for turns up to 45 degrees and descent.	
83					From Sector 58 to Sector 51	PNT.V227.PLANO.. PLANO..	Cross 10nm south PNT VOR AOB FL190	
84			From Sector 55 to Sector 51	Props	MZV.V8..V10.PLANO..	Enter Sector 51 AOB 17,000 ft	Sector 51 assumes control for turns up to 45 degrees and descent.	
85					BDF.V10.PLANO..		Sector 51 assumes control for turns up to 45 degrees and descent.	
86					From Sector 58 to Sector 51		PNT.V227.PLANO.. PLANO..	
87			From Sector 50 to C90	All	PLANO..DEST	Cross PLANO at 5,000 ft		
88			From Sector 51 to Sector 50	All	PLANO..DEST	Descending to 11,000 ft		
89			From Sector 46 to Sector 57	All		Cross 20 NM south BVT VOR at FL240	Assume control for 30 degree right turns.	
90			From Sector 57 to Sector 44	All	Filed over VOR JOT		Release control for turns and descent.	
91			From Sector 57 to C90	Props	EON..JOT	Cross 20 NM south of JOT at 4,000		
92	C90 Sector 4	Any	Sector 44 to Sector 57	All	LUCIT LUCIT STAR	20 NM SW LUCIT @ 11000	Assume control for 30 degree right turns	
93	All C90 Arrivals		From Sector 58 thru 43 to 51	All	Routed over PNT VOR	Sector 43 releases control for left turns up to 30 degrees to Sector 51		Sector 58 thru Sector 43 to Sector 51
94	MKE Metro		From Sector 52 to Sector 83	RNAV	LEEDN.GOPAC STAR	AOB FL330, descending to FL310	Release control for turns up to 30 degrees to Sector 83 on aircraft east of a north/south line through BDF VOR.	
95				NON-RNAV	JOT..MSN..BAE			

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9/13/18			Southwest Area Restriction Chart			ZAU 7110.2V		
	Arrival Point	Dept Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
96	RFD		From Sector 43, 83 to Sector 51, east of V128, overflying Chicago Approach Control airspace	RNAV	JOT..QUOTE or QUOTE..RFD	Cross 35 E QUOTE @ FL240 or Cross 35 S QUOTE @ FL240		Sector 51 releases control for right turns to Sector 77.
97			Non RNAV	JOT.JOT290R,RV.. QUOTE	CROSS 10 W JOT VOR @ FL240			
98				JOT.JOT290R,RV.. QUOTE	Descending to 14,000 ft	Sector 51 releases control for right turns to Sector 77.		
99				QUOTE..RFD				
100			From Sector 51 to Sector 77 east of V128 NOT overflying Chicago Approach Control airspace	Direct..QUOTE	Descending to 14,000 ft			
101	Sector 55 to Sector 77	Direct..RFD	Cross 40 NM west of RFD VOR at 13,000 feet		Sector 55 thru Sector 77 to RFD ATCT			

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9/13/18			Southwest Area Restriction Chart			ZAU 7110.2V			
#	Arrival Point	Dept Point	Qualifier	Aircraft Type	Route Restrictions	Altitude restrictions	Special	AIT	
102		RFD	Sector 77 to Sector 51	All	AHMED Direct or RV AHMED Direct	Requesting AOA 16,000	RFD owns Area G.		
					JERKY JOT Direct or RV JERKY Direct		C90 owns Area G.		
103	STL		From Sectors 90, 92 to Sector 52	All	MZV..UIN.RIVRS STAR	Enter Sector 52 AOB FL280			
104	DBQ		From Sector 55 to Sector 63	All		Descending to 11,000 ft	No apre req for ia fdof		
105	MSP Metro		From Sector 55 thru Sector 63 to Sector 56	Non-RNAV	Filed over VOR ALO	At or below FL230	Assume control for left turn .		
				RNAV	Filed over MNOSO WP				Sector 55 thru Sector 63 to Sector 56
106	PIA	Chicago Metro	From Sector 77 to Sector 51	RNAV	QUANE..PIA		77 Releases control for left turn.		
107			Non RNAV	Filed over IOW	Established on a 240 heading or heading displayed in the 4th line. 77 Releases control for left turn.				
108			From Sector 43 to Sector 51	All	AKMIE..PIA, JILLY..PIA or a heading to parallel the Sector 51 boundary		Assume control for descent and right turns.		
109	ANY	Chicago Metro	From Sector 44 to Sector 57	All		None	Assume control for descent and left turns up to 30 degree.		
110			From Sector 43 to Sector 58	All			Assume control for descent and right turns up to 30 degree.		
111			Chicago Metro and RFD APCH depart.	From Sectors 90, 92 to Sector 52	All		Filed over MZV VOR and south		
112	CMI		From Sectors 43, 44 thru Sectors 57, 58 to CMI APCH	All		Descending to 11,000 ft		Sectors 43, 44 thru Sectors 57, 58 to CMI APCH	
113	CVG		Sector 44 to Sector 57	All	SHB STAR.CVG OR CEGRM STAR.CVG		Sector 44 may clear direct VHP provided the arrival passes over or east of BVT and Hilltop ATCAA is not in use. Sector 44 may clear direct BVT, TORIO or MACES.		
114	CVG		Sector 46 to Sector 57			Cross TORIO or 35 N VHP @ FL240	Sector 46 may clear direct VHP provided the arrival passes over or east of BVT and Hilltop ATCAA is not in use. Sector 46 may clear direct BVT or TORIO.		
115	Indianapolis Terminal Airports	All	From Sector 44 to Sector 57	All	JAKKS..VHP.. Or JAKKS.JAKKS STAR		Assume control for descent.		
116			From Sector 57 to IND	Jets	+	Cross JAKKS AOB 14,000 descending to 13,000	Release control for 30 turns and descent.		
117			Props	Cross JAKKS 11,000		Release control for 30 turns and descent.			

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9/13/18 Southwest Area Restriction Chart ZAU 7110.2V								
	Arrival Point	Dept Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
118	ORD		Sector 91 to Sector 52	RNAV	BENKY STAR West Flow	DRAMS @ FL340	Release control for speed change.	
119					TRTLL STAR West Flow	VINCA @ FL340		
120					SHAIN STAR East Flow	DRAMS @ FL340 OR VINCA @ FL340		
121				Non RNAV	BDF.BDF STAR	Descend to FL340		
122	C90 West Satellite		Sector 55 to Sector 77	All	ARR Arrivals via Direct destination	Descending to cross 65 NM west of destination airport at 13,000.		Sector 55 thru Sector 77 to RFD ATCT
123					PLL..SIMMN..JOT or PLL.V17Z.SIMMN..JOT	20NM from PLL at 13,000		Sector 55 thru Sector 77 to RFD ATCT
124					DPA ONLY Direct SIMMN	Descending to cross 45 NM from SIMMN at 13,000.		
125	BMI	Any	Sector 43 to 50	All	No Route	Descending to 11,000	Assume control for 30 degree right turns	
126		BMI	Sector 50 to 43	All	No Route	Climbing to 10,000	Release control for 30 degree turns	

SW-8

Chapter 8. NORTH AREA

Section 1. BADGER - SECTOR #60

8-1-1. Sector Narrative.

Badger High sector's main traffic flow is a southeast/northwest flow. Special attention should be given to south and southwest bound traffic FL240 through FL330. Badger sector should be aware of airspace that has been assigned to the military, which will affect Badger High's traffic.

Badger High sector shall be aware of crossing restrictions for adjacent sectors and issue clearances accordingly.

8-1-2. Assignment of Airspace.

During the time the Badger sector is non-operational, the airspace delegated to the Badger sector shall become the responsibility of the Lone Rock sector.

8-1-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 126.875 / 269.075 Horicon, WI (QHZ)

SBUEC SITE

126.875 Columbus, WI (QHR)

269.075 Columbus, WI (QHR)

Dial Codes - Radar 760
Radar Associate 660
Radar Coordinator 860
Radar Flight Data 260
Outside dial - Radar Associate – 60
Radar Flight Data - 68

b. Sector Description:

Altitudes - FL240 - FL999*

*Excluding FL340 - FL999 when Horicon sector is operational.

c. NEXRAD WARP Setting: The altitude filter key setting is 220-600.

8-1-4. Procedures.

The Badger sector shall:

a. The Badger sector must not issue a descend via clearance that would allow an aircraft to descend into another sector's airspace without prior approval.

b. Coordinate with the Horicon sector for sequencing Minneapolis Metropolitan Area and Detroit Metropolitan Area arrivals.

c. Utilize the following Automated Information Transfer (AIT) procedure for DTW arrivals filed via the KKISS/RKCTY STARS and Detroit satellite arrivals via the RRALF STAR at FL330, when Empire sector is operational:

(1) The Badger/Horicon sector shall clear the aircraft to cross the Badger/Horicon /Empire sector boundary at FL330. The Badger/Horicon sector shall initiate a handoff to the Empire sector.

(2) The Empire sector shall accept the handoff and then initiate a handoff to the Fremont/Pullman sector. Empire sector releases control for turns towards BUCKE waypoint to the Fremont sector on DTW arrivals only.

(3) The Badger/Horicon sector shall transfer communications to the Fremont/Pullman sector after observing acceptance of the handoff.

(4) Any deviation from the above procedures shall be verbally coordinated.

d. The following Automated Information Transfer (AIT) procedures are applicable for GREAS Track Departures requesting FL240 and above:

(1) The Harly sector shall climb GREAS Track Departures to FL230, displaying this as an interim altitude in the data block. Aircraft shall be on a 270° heading, direct JAYEX or as coordinated to keep the aircraft at least 3 NM north of the Farmm sector boundary. The Harly sector shall initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to the Badger sector.

(3) The Harly sector shall transfer communications to the Badger sector after observing the acceptance of the handoff by the Badger sector. The Harly sector has control for changes to the speed and heading values in the fourth line of the data block up to communications transfer.

(4) The Lone Rock sector shall be responsible for a point out to the Farmm or Dubuque sector if necessary.

(5) Any deviation from the above procedure shall be verbally coordinated.

e. The following Automated Information Transfer (AIT) procedures are applicable for the Badger/Horicon sector on aircraft proceeding in the direction of PMM VOR/DME and traversing the Joliet/McCook sector:

(1) The Badger/Horicon sector shall initiate a handoff to the Joliet/McCook sector.

(2) The Joliet/McCook sector shall accept the handoff and initiate a handoff to either the Pullman or Empire sector, as appropriate.

(3) The Badger/Horicon sector shall transfer communications to the Pullman or Empire sector, as appropriate, after observing the acceptance of the handoff by the Pullman or Empire sector.

(4) The Badger/Horicon sector shall be responsible for insuring the handoff is accepted by either the Pullman or Empire sector, as appropriate, prior to the Pullman/Empire sector boundary.

(5) Any deviation from the above procedures shall be verbally coordinated

f. The following Automated Information Transfer (AIT) procedures are applicable for HAWKN Track departures requesting FL240 and above:

(1) The Harly sector shall climb HAWKN Track departures to FL230, displaying this as an interim altitude in the data block. The Harly sector shall initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to the Badger sector.

(3) The Harly sector shall transfer communications to the Badger sector after observing acceptance of the handoff by the Badger sector.

(4) Any deviation from the above procedure shall be verbally coordinated.

g. The following Automated Information Transfer (AIT) procedures are applicable for MSN departures filing for FL240 and above filed over BAE VORTAC or WAITS:

(1) The Lone Rock sector shall climb said departure to FL230, displaying this as an interim altitude in the data block and initiate a handoff to the Harly sector.

(2) The Harly sector shall accept the handoff and initiate a handoff to the Badger sector.

(3) The Lone Rock sector shall transfer communications to the Badger sector after observing the acceptance of the handoff by the Badger sector.

(4) The HARLY sector shall be responsible for a point out to the North East area if necessary.

(5) Any deviation from the above procedures shall be verbally coordinated.

h. The following Automated Information Transfer (AIT) procedures are applicable for Chicago Metropolitan Area departures filed PETTY...HAUCK or any fix that will track north of HAUCK and traverse the Pullman sector.

(1) The Badger sector shall initiate a handoff to the Pullman sector.

(2) The Pullman sector shall accept the handoff and initiate a handoff to the Fremont sector.

(3) The Badger sector shall transfer communications to the Fremont sector after observing the acceptance of the handoff by the Fremont sector.

(4) The Badger sector shall be responsible for insuring the handoff is accepted by the Fremont sector.

(5) The Pullman sector shall release control for climb and turns as far east as direct HOCKE on these aircraft to the Fremont sector.

(6) Any deviation from the above procedure shall be verbally coordinated.

i. The following Automated Information Transfer (AIT) procedures are applicable for the Badger sector for aircraft proceeding in the direction of the VIO VORTAC and traverse the Fremont sector.

(1) The Badger sector shall initiate a handoff to the Fremont sector.

(2) The Fremont sector shall accept the handoff and initiate a handoff to the Pullman sector.

(3) The Badger sector shall transfer communications to the Pullman sector after observing the acceptance of the handoff by the Pullman sector.

(4) The Badger sector shall be responsible for insuring the handoff is accepted by the Pullman sector.

(5) Any deviation from the above procedure shall be verbally coordinated.

j. Automated Information Transfer (AIT) Procedures for Southeast bound flights on the Newark (EWR) Wind-Route segment between KG78K and KG72M, between the COTON/ARL/ALO, BAE/HOR, and JOT/McCook sectors.

(1) The Coton/Arlington/Waterloo sector shall initiate a handoff to the Badger/Horicon sector.

(2) The Badger/Horicon sector shall accept the handoff and initiate a handoff to the Joliet/McCook sector.

(3) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(4) The Coton/Arlington/Waterloo sector shall be responsible for insuring the handoff is accepted by the Joliet/McCook sector, as appropriate, prior to the Joliet/McCook sector boundary.

- (5) Any deviation from the above procedure shall be verbally coordinated.

k. Special Use Airspace.

- (1) Sheboygan East, Sheboygan West, Oshkosh , Volk East, Volk West and Black River ATCAAs operations:

- (a) Refueling (Military Aerial Refueling track AR640 is located within Sheboygan East, Sheboygan West and Oshkosh ATCAAs).

- (b) Dissimilar aircraft training.

- (c) Air to air combat training.

- (2) R6903:

- (a) Dissimilar aircraft training.

- (b) Air to air combat training.

- (c) Live fire and flares.

- (d) Supersonic flight.

- (3) Volk East, Volk West and Volk South MOAs:

- (a) Dissimilar aircraft training.

- (b) Air to air combat training.

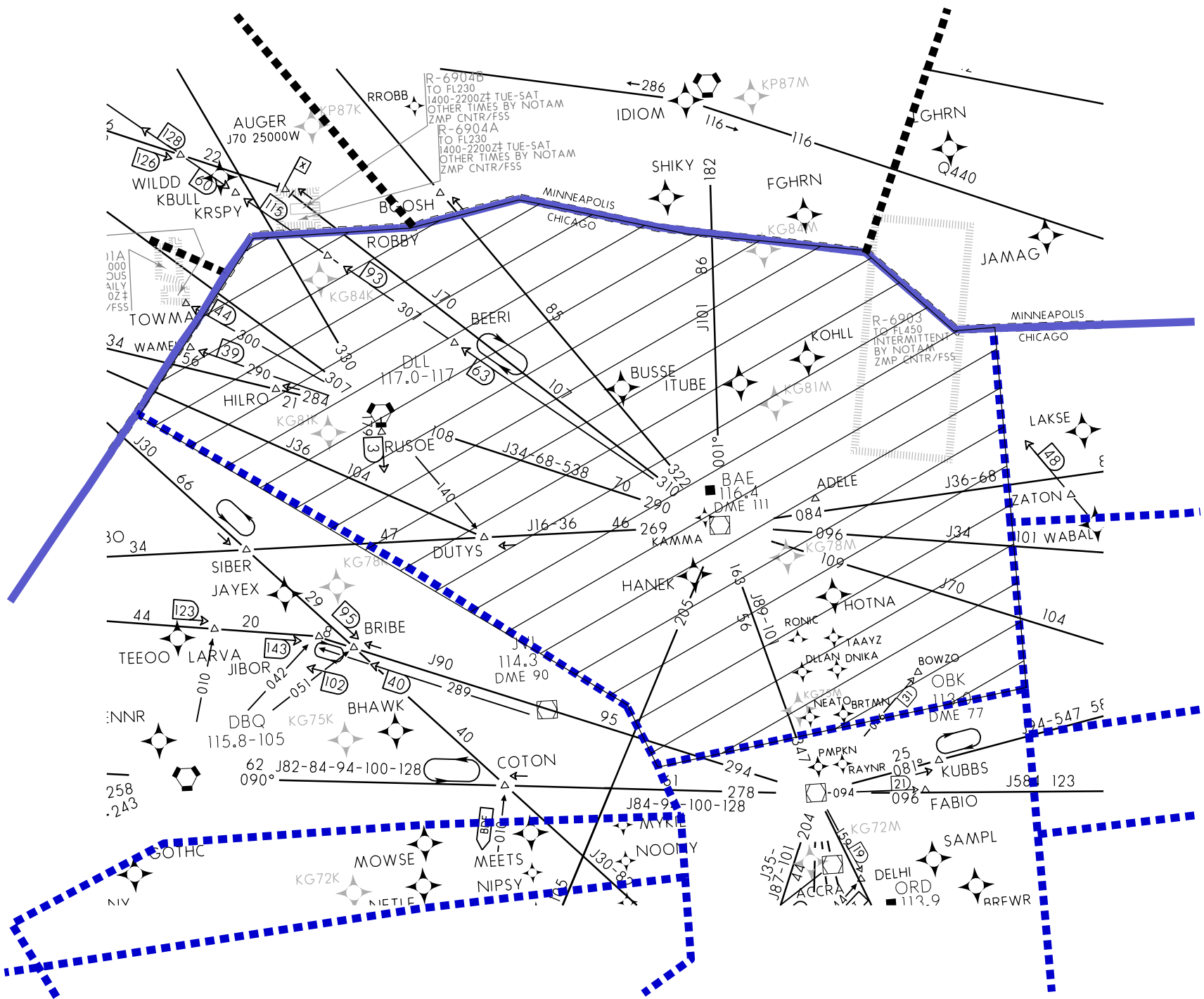
- (4) In the Badger sector there is no Letter of Agreement authorizing non-participating IFR aircraft through special use airspace.

8-1-5. Flight Data Requirements.

Primary printer location - C316

First Backup – C313

Second Backup – D414



Section 2. HORICON - SECTOR #61**8-2-1 Sector Narrative.**

Horicon Super High sector's main traffic flow is a southeast/northwest flow. Special attention should be given to south and southwest bound traffic. Horicon sector should be aware of airspace that has been assigned to the military, if it will affect Horicon's traffic. Horicon shall be aware of crossing restrictions for adjacent sectors.

8-2-2. Assignment of Airspace.

During the time the Horicon sector is non-operational, the airspace delegated to the Horicon sector shall become the responsibility of the Badger sector.

8-2-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 121.375 / 282.275 Horicon, WI (QHZ)

SBUEC SITE

121.375 Baraboo, WI (BG8)

282.275 Baraboo, WI (BG8)

Dial Codes - Radar 761
Radar Associate 661
Radar Coordinator 881
Radar Flight Data 261
Outside dial - Radar Associate - 86

b. Sector Description:

Altitudes - FL340 - FL999

c. NEXRAD WARP Setting: The altitude filter key setting is 320-600.

8-2-4. Procedures.

The Horicon sector shall:

a. Coordinate with the Badger sector for sequencing Minneapolis Metropolitan Area and Detroit Metropolitan Area arrivals.

b. Utilize the following Automated Information Transfer (AIT) procedure for DTW arrivals filed via the KKISS/RKCTY STARs and Detroit Sattelite Arrivals via the RRALF STAR at FL330, when Empire sector is operational:

(1) The Badger/Horicon sector shall clear the aircraft to cross the Badger/Horicon /Empire sector boundary at FL330. The Badger/Horicon sector shall initiate a handoff to the Empire sector.

(2) The Empire sector shall accept the handoff and then initiate a handoff to the Fremont sector. Empire sector releases control for turns towards BUCKE waypoint to the Fremont sector.

(3) The Badger/Horicon sector shall transfer communications to the Fremont sector after observing the Fremont sector's acceptance of the handoff.

(4) Any deviation from the above procedures shall be verbally coordinated.

c. The following Automated Information Transfer (AIT) procedures are applicable for the Badger/Horicon sector on aircraft proceeding in the direction of PMM VOR/DME and traversing the Joliet/McCook sector:

(1) The Badger/Horicon sector shall initiate a handoff to the Joliet/McCook sector.

(2) The Joliet/McCook sector shall accept the handoff and initiate a handoff to the Pullman or Empire sector, as appropriate.

(3) The Badger/Horicon sector shall transfer communication to the Pullman or Empire sector, as appropriate, after observing the acceptance of the handoff by the Pullman or Empire sector.

(4) The Badger/Horicon sector shall be responsible for insuring the handoff is accepted by either the Pullman or Empire sector, as appropriate, prior to the Pullman/Empire sector boundary.

(5) Any deviation from the above procedure shall be verbally coordinated.

d. Automated Information Transfer (AIT) Procedures for Southeast bound flights on the Newark (EWR) Wind-Route segment between KG78K and KG72M, between KG78K and KG72M, between the COTON/ARL/ALO, BAE/HOR, and JOT McCook sectors.

(1) The Coton/Arlington/Waterloo sector shall initiate a handoff to the Badger/Horicon sector.

(2)The Badger/Horicon sector shall accept the handoff and initiate a handoff to the Joliet/McCook sector.

(3) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(4) The Coton/Arlington/Waterloo sector shall be responsible for insuring the handoff is accepted by the Joliet/McCook sector, as appropriate, prior to the Joliet/McCook sector boundary.

(5) Any deviation from the above procedure shall be verbally coordinated.

e. Special Use Airspace:

(1) In the Horicon sector AR640 is located entirely inside the Sheboygan East, Sheboygan West, and Oshkosh ATCAAs.

(2) Volk East, Volk West and Oshkosh ATCAAs:

- (a) Refueling.
- (b) Dissimilar aircraft training.
- (c) Air to air combat training.

(3) R6903:

- (a) Dissimilar aircraft training.
- (b) Air to air combat training.
- (c) Live fire and flares.
- (d) Supersonic flight.

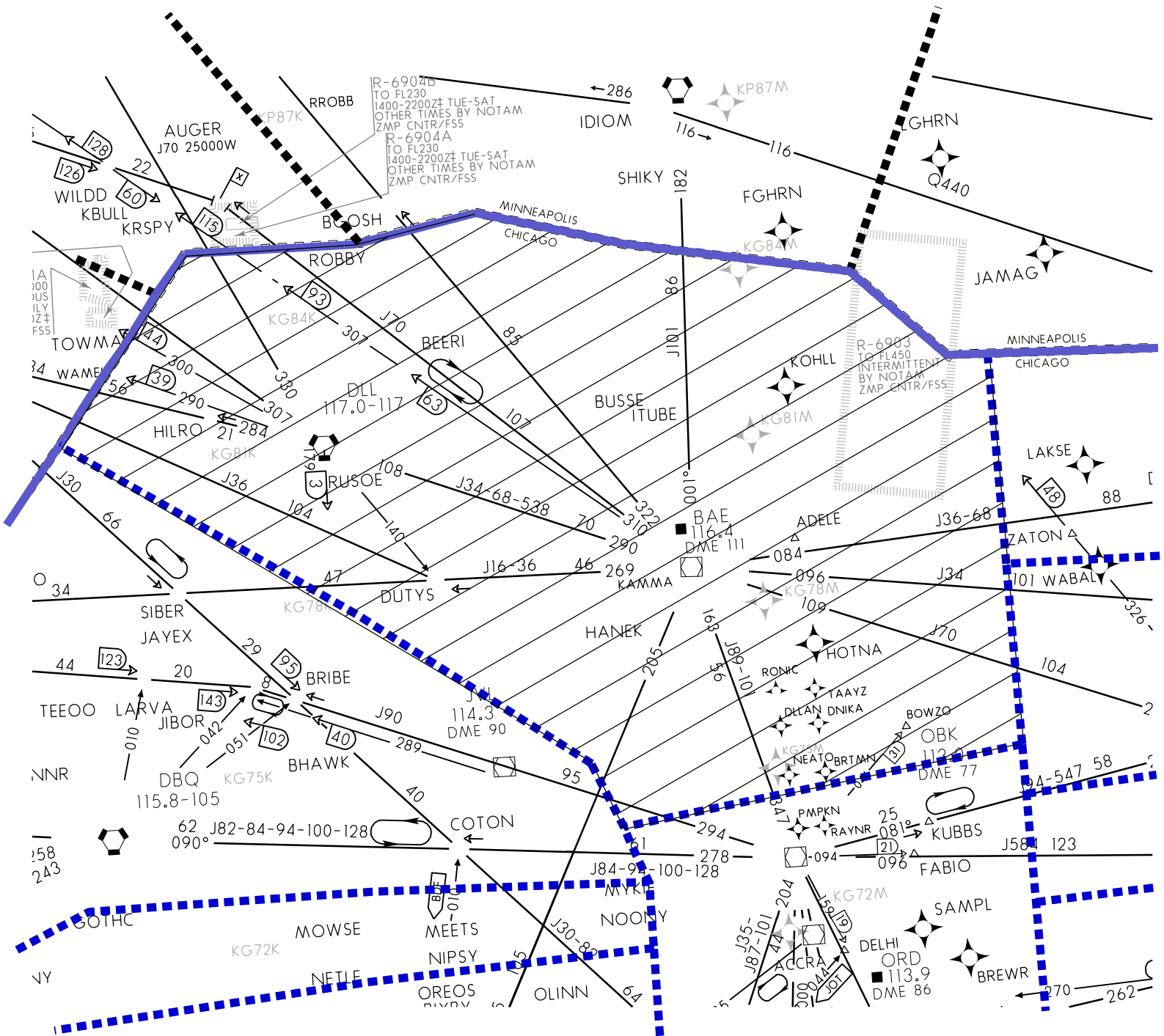
(4) In the Horicon sector there is no Letter of Agreement authorizing non-participating IFR aircraft through special use airspace.

8-2-5. Flight Data Requirements.

Primary printer location - C313

First Backup – C316

Second Backup – D412



Section 3. HARLY - SECTOR #62

8-3-1. Sector Narrative.

The Harly sector has primary responsibility for Milwaukee Metropolitan Area departures to the north, west and south, and north bound Chicago Metropolitan Area departures. While the volume of over flight traffic is light compared to departure traffic, it can have a significant impact on the sector.

8-3-2. Assignment of Airspace

During the time the Harly sector is non-operational, the airspace delegated to Harly shall become the responsibility of the Lone Rock sector.

8-3-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 123.825 / 291.700 Milwaukee, WI (MKE)

SBUEC SITE

123.825 Sullivan, WI (QHG)

291.700 Sullivan, WI (QHG)

Dial Codes - Radar 762
Radar Associate 662
Radar Coordinator 862
Radar Flight Data none
Outside dial - Radar Associate - 78

B Option Lines - AFSS 243-50; AFSS 227-29; Milwaukee Apch 287-40.

b. Sector Description:

Altitudes - Surface - FL230*

*Excluding airspace delegated to Chicago and Milwaukee Approach Controls.

Approach Controls – Chicago, Madison, and Milwaukee Approach Controls.

c. NEXRAD WARP Setting: The altitude filter key setting is 000-600.

8-3-4. Procedures.

a. The following Automated Information Transfer (AIT) procedures are applicable for HAWKN Track departures requesting FL240 and above:

(1) The Harly sector shall climb HAWKN Track departures to FL230, displaying this as an interim altitude in the data block. The Harly sector shall initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to the Badger sector.

(3) The Harly sector shall transfer communications to the Badger sector after observing acceptance of the handoff by the Badger sector.

(4) Any deviation from the above procedure shall be verbally coordinated.

b. The following Automated Information Transfer (AIT) procedures are applicable for CYNDI Track departures requesting FL240 and above:

(1) The Harly sector shall climb CYNDI Track departures to FL230, displaying this as an interim altitude in the data block. The Harly sector shall initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to the Badger sector.

(3) The Harly sector shall transfer communications to the Badger sector after observing acceptance of the handoff by the Badger sector.

(4) Any deviation from the above procedure shall be verbally coordinated.

c. The following Automated Information Transfer (AIT) procedures are applicable for GREAS Track Departures requesting FL240 and above:

(1) The Harly sector shall climb GREAS Track Departures to FL230, displaying this as an interim altitude in the data block. Aircraft shall be on a 270° heading, direct JAYEX or as coordinated to keep the aircraft at least 3 NM north of the Farmm sector boundary. The Harly sector shall initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to the Badger sector.

(3) The Harly sector shall transfer communications to the Badger sector after observing the acceptance of the handoff by the Badger sector. The Harly sector shall have control for speed and heading changes and forth line values of the data block up to communications transfer.

(4) The Lone Rock sector shall be responsible for a point out to the Farmm or Dubuque sector if necessary.

(5) Any deviation from the above procedure shall be verbally coordinated.

d. The following Automated Information Transfer (AIT) procedures are applicable for SAMPL departures requesting AOA FL240 when the Sweet sector is combined with the Cribb sector:

(1) The Harly sector shall climb SAMPL departures to FL230. The Harly sector shall initiate a handoff to the Sweet/Cribb sector.

(2) The Sweet/Cribb sector shall accept the handoff and initiate a handoff to the Joliet sector.

(3) The Harly sector shall transfer communications to the Joliet sector after observing acceptance of the handoff by the Joliet sector. Should the Cribb sector not initiate a handoff to the Joliet sector by time the departure crosses the Harly/Sweet sector boundary, the Harly sector shall transfer communications to the Sweet/Cribb sector.

(4) Any deviation from the above procedure shall be verbally coordinated.

e. The following Automated Information Transfer (AIT) procedures are applicable for Chicago Metropolitan Area departures filed over PETTY, then northeast, requesting AOA FL240:

(1) The Harly sector shall climb PETTY departures to FL230, displaying this as an interim altitude in the data block. The Harly sector shall initiate a handoff to the Squib sector.

(2) The Squib sector shall accept the handoff and initiate a handoff to the Badger sector.

(3) The Harly sector shall transfer communications to the Badger sector after observing acceptance of the handoff by the Badger sector.

(4) Any deviation from the above procedure shall be verbally coordinated.

f. The following Automated Information Transfer (AIT) procedures are applicable for Madison Approach Control departures filing for FL240 and above filed over BAE VORTAC or WAITS:

(1) The Lone Rock sector shall climb said departure to FL230, displaying this as an interim altitude in the data block and initiate a handoff to the Harly sector.

(2) The Harly sector shall accept the handoff and initiate a handoff to the Badger sector.

(3) The Lone Rock sector shall transfer communications to the Badger sector after observing the acceptance of the handoff by the Badger sector.

(4) The HARLY sector shall be responsible for a point out to the North East area if necessary.

(5) Any deviation from the above procedures shall be verbally coordinated.

g. The following Automated Information Transfer AIT procedure is applicable for aircraft landing GRB, MTW and ATW from the Harly sector.

(1) The Harly sector shall restrict GRB arrivals to cross 50 NM south of the airport at 1400, and ATW and MTW arrivals to cross the LNR/HARLY boundary at 14,000 feet and initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to Milwaukee Approach Control.

(3) The Harly sector, after observing acceptance of a handoff by Milwaukee Approach Control, shall transfer communications to Milwaukee Approach Control.

(4) Any deviation from the above procedure shall be verbally coordinated.

h. The following Automated Information Transfer (AIT) procedure for ORD arrivals routed via ERNNY or MADII STAR are applicable for HARLY, LNR sectors and MKE Approach:

(1) The LNR sector shall initiate a handoff to the HARLY sector.

(2) The HARLY sector shall accept the handoff prior to the HARLY/LNR sector boundary and initiate a handoff to MKE Approach.

(3) The LNR sector shall transfer communications to MKE Approach after observing acceptance of the handoff by the MKE Approach.

(4) Any deviation from the above procedure shall be verbally coordinated.

i. Special Use Airspace.

(1) Sheboygan East, Sheboygan West, and Oshkosh ATCAAs operations:

(a) Refueling including Military Aerial Refueling track AR640.

(b) Dissimilar aircraft training.

(2) Minnow MOA operations:

- (a) Dissimilar aircraft training.
- (b) Air to air combat training.

(3) R6903:

- (a) Dissimilar aircraft training.
- (b) Air to air combat training
- (c) Live fire and flares.
- (d) Supersonic flight.

(4) Windy City Bravo ATCAA:

- (a) Active Air Defense Missions.
- (b) Intercept training.
- (c) VIP Support.
- (d) Live fire and flares.
- (e) Supersonic flight.

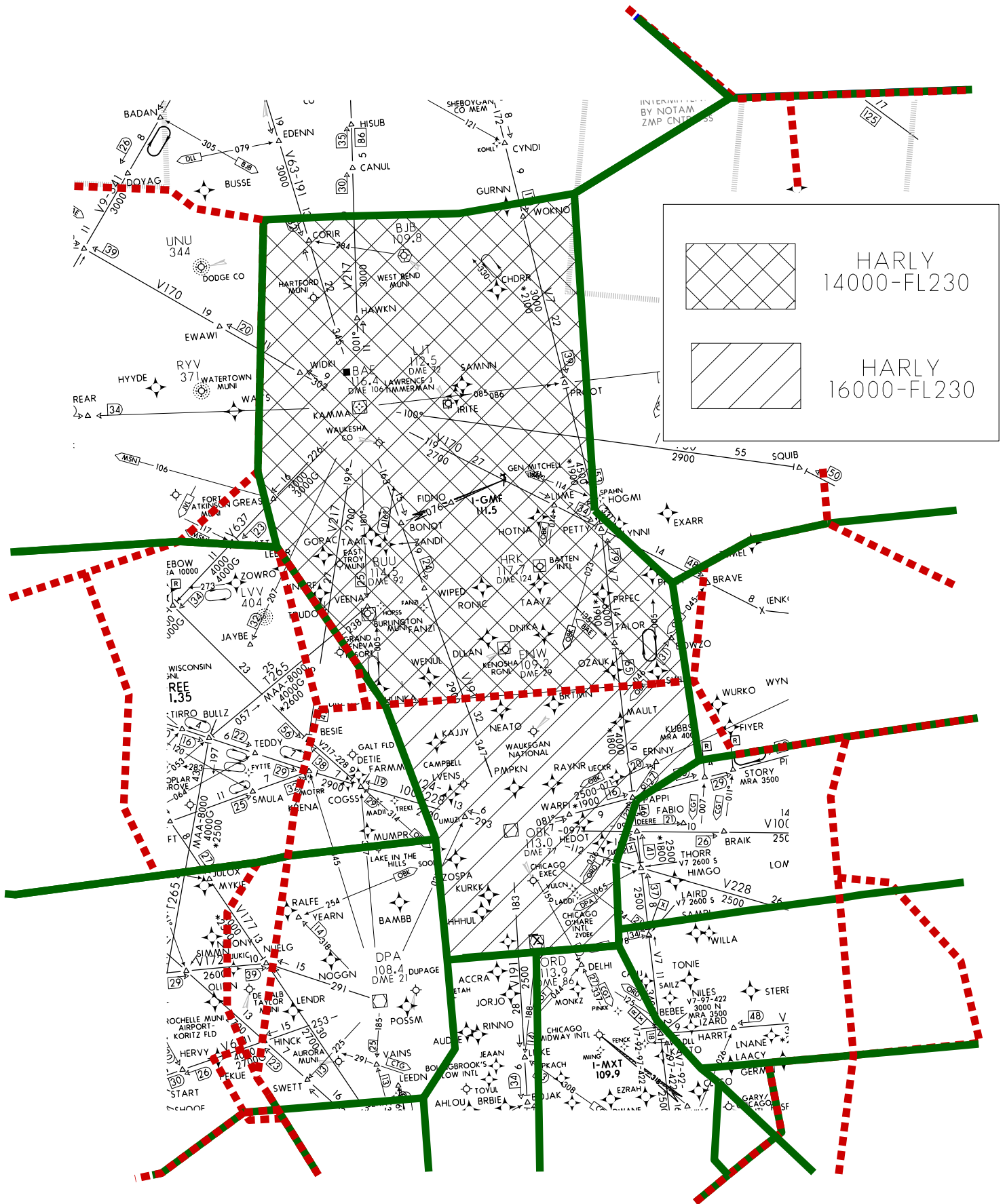
(5) In the Harly sector there is no Letter of Agreement authorizing non-participating IFR aircraft through special use airspace.

8-3-5. Flight Data Requirements.

Primary printer location - C318
First Backup – C316
Second Backup – D417

9/13/18

ZAU 7110.2V



HARLY SECTOR - 62

Section 4. DUBUQUE - SECTOR #63

8-4-1. Sector Narrative.

The Dubuque sector's traffic flow is random, and a mix of low and high performance aircraft. The Dubuque sector is the controlling facility for the Dubuque airport and tower. The Dubuque sector vectors for approach to the DBQ airport and numerous other airports. Dubuque sector should be aware of airspace that has been assigned to the military, and is responsible for ensuring aircraft under Dubuque sector's control do not violate that airspace.

8-4-2. Assignment of Airspace.

During the time the Dubuque sector is non-operational, the airspace delegated to Dubuque sector shall become the responsibility of the Lone Rock sector.

8-4-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 133.950 / 281.400 Dubuque, IA (DBQ)
VOK area 125.050 / 269.375 Camp Douglas, WI (VOK)

SBUEC SITE

133.950	Platteville, WI (PVB)
281.400	Platteville, WI (PVB)
125.050	Tomah, WI (Y72)
269.375	Tomah, WI (Y72)

Dial Codes - Radar 763
Radar Associate 663
Radar Coordinator 863
Radar Flight Data none
Outside dial – Radar Associate - 69

B Option Lines – AFSS 250-53; AFSS 242-27; AFSS 242-45

b. Sector Description:

Altitudes - Surface - FL230*

* Excluding airspace delegated to Rockford, Volk and Cedar Rapids Approach Controls.

Approach Controls - Madison, Rockford, Volk, Cedar Rapids, Waterloo, Quad City, and Milwaukee.

c. NEXRAD WARP Setting: The altitude filter key setting is 000-600.

8-4-4. Procedures.

a. The Dubuque sector must not issue a descend via clearance that would allow an aircraft to descend into another sector's airspace without prior approval.

b. The following Automated Information Transfer (AIT) procedures are applicable for westbound Madison Approach Control departures filing for FL240 and above:

(1) The Lone Rock sector shall climb said departure to FL230, displaying this as an interim altitude in the data block and initiate a handoff to the Dubuque sector.

(2) The Dubuque sector shall accept the handoff and initiate a handoff to the Coton sector.

(3) The Lone Rock sector shall transfer communications to the Coton sector after observing the acceptance of the handoff by the Coton sector.

(4) Any deviation from the above procedures shall be verbally coordinated.

c. The following Automated Information Transfer (AIT) procedures are applicable for MSN arrivals from the southwest through the northwest:

(1) The Dubuque sector shall descend MSN arrivals to 11,000 feet, displaying this as an interim altitude in the data block and initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to Madison Approach Control.

(3) The Dubuque sector shall transfer communications to Madison Approach Control after observing the acceptance of the handoff by Madison Approach Control.

(4) Any deviation from the above procedure shall be verbally coordinated.

d. The following Automated Information Transfer (AIT) procedures are applicable for Waterloo Approach Control arrivals from the east:

(1) The Dubuque sector shall descend arrivals to 11,000 feet, displaying this as an interim altitude in the data block and initiate a handoff to the Ottumwa sector.

(2) The Ottumwa sector shall accept the handoff and initiate a handoff to Waterloo Approach Control.

(3) The Dubuque sector shall transfer communications to Waterloo Approach Control after observing the acceptance of the handoff by Waterloo Approach Control.

(4) Any deviation from the above procedure shall be verbally coordinated.

e. The following Automated Information Transfer (AIT) procedures are applicable for Minneapolis Metropolitan Area arrivals filed over ALO VORTAC requesting FL230 or lower:

- (1) The Burlington sector shall initiate a handoff to the Dubuque sector.
- (2) The Dubuque sector shall accept the handoff and initiate a handoff to the Ottumwa sector.
- (3) The Burlington sector shall transfer communications to the Ottumwa sector after observing the acceptance of the handoff by the Ottumwa sector.
- (4) Any deviation from the above procedure shall be verbally coordinated.

f. The following Automated Information Transfer (AIT) procedures are applicable for Moline Approach Control arrivals from the north:

- (1) The Dubuque sector shall descend arrivals to 11,000 feet, and initiate a handoff to the Burlington sector.
- (2) The Burlington sector shall accept the handoff and initiate a handoff to Moline Approach Control.
- (3) The Dubuque sector shall transfer communications to Moline Approach Control after observing the acceptance of the handoff by Moline Approach Control.
- (4) Any deviation from the above procedure shall be verbally coordinated.

g. The following Automated Information Transfer (AIT) procedures are applicable for Dubuque arrivals from the east:

- (1) The Malta sector shall descend Dubuque arrivals to 13,000 feet and initiate a handoff to the Burlington sector.
- (2) The Burlington sector shall accept the handoff then initiate a handoff to the Dubuque sector.
- (3) The Malta sector shall transfer communications to the Dubuque sector after observing the acceptance of the handoff by the Dubuque sector.
- (4) The Malta and Burlington sectors release control for turns to the Dubuque sector.
- (5) Any deviation from the above procedure shall be verbally coordinated.

h. The following Automated Information Transfer (AIT) procedures are applicable for VOK arrivals from the east/southeast:

- (1) The Dubuque sector shall descend VOK arrivals to 11,000 feet, displaying this as an interim altitude in the data block and initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to Volk RAPCON.

(3) The Dubuque sector shall transfer communications to Volk RAPCON after observing the acceptance of the handoff by Volk RAPCON.

(4) Any deviation from the above procedure shall be verbally coordinated.

8-4-5 Flight Data Requirements.

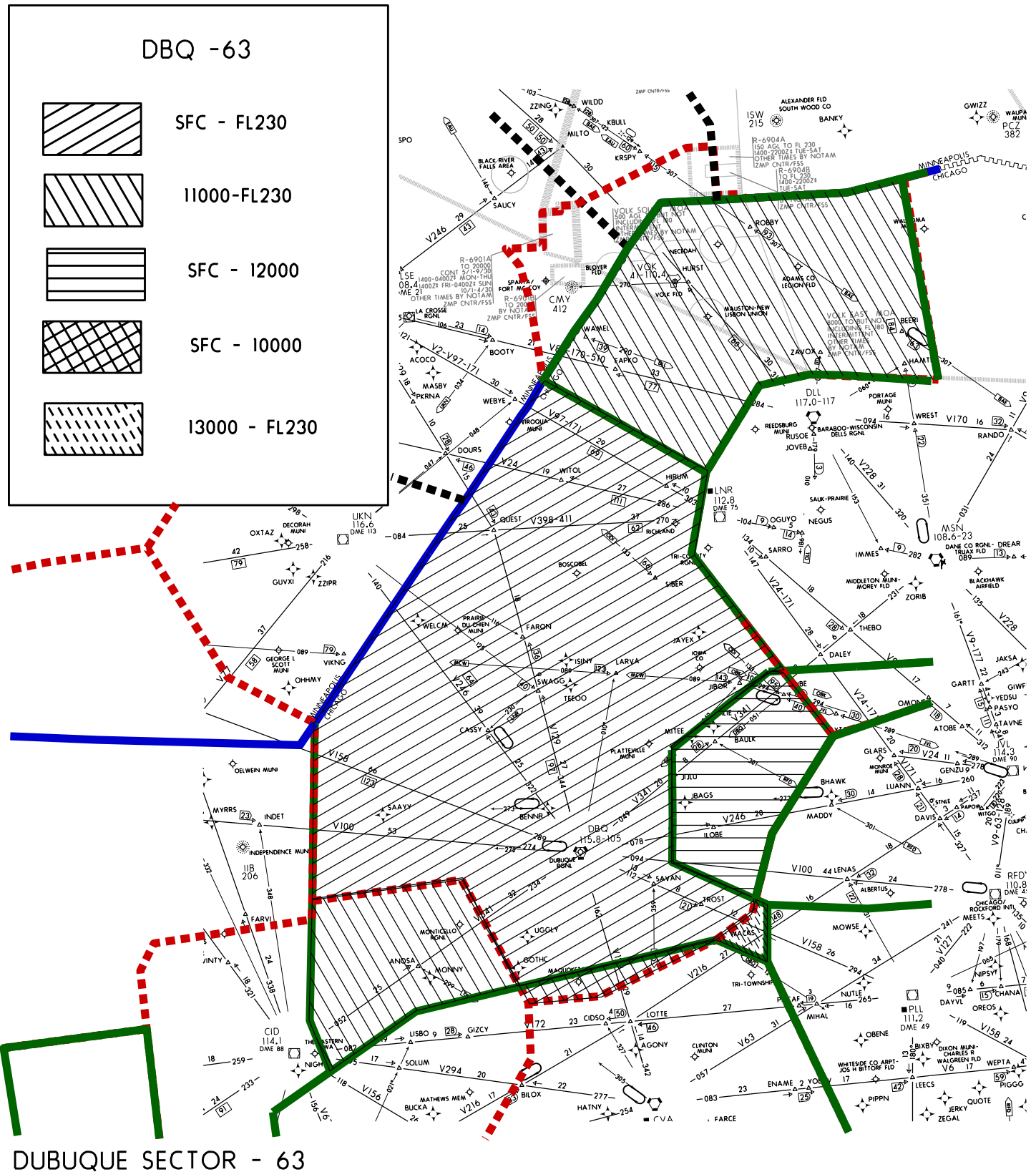
Primary printer location - D414

First Backup – D412

Second Backup – D417

9/13/18

ZAU 7110.2V



Section 5. LONE ROCK – SECTOR #64

8-5-1. Sector Narrative.

Lone Rock sector's main traffic is departures and arrivals to/from Madison, Volk, and arrivals to Milwaukee Metropolitan Area. Traffic flow is varied in the Lone Rock sector, both as to type of aircraft and direction of flight. Lone Rock sector should be aware of airspace that has been assigned to the military, and is responsible for ensuring aircraft under Lone Rock sector's control do not violate that airspace. Lone Rock sector shall be aware of crossing restrictions for adjacent sectors, and issue clearances accordingly.

8-5-2. Assignment of Airspace.

The Lone Rock sector is operational 24 hours a day. During the time Madison Approach Control is non-operational, the airspace delegated to Madison Approach Control shall become the responsibility of the Lone Rock sector.

8-5-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 133.300 / 257.925 Lone Rock, WI (LNR)
 132.1/319.25 Oshkosh, WI (OSH)

Backup Frequency - 135.550/306.975 Horicon, WI (QHZ)

SBUEC SITE

133.300	Baraboo, WI (DLL)	
257.925	Baraboo, WI (DLL)	
132.1	Fond Du Lac , WI (FLD))
319.25	Fond Du Lac , WI (FLD)	
135.550	Sullivan, WI (QHG)	
306.975	Sullivan, WI (QHG)	

Dial Codes - Radar 764
 Radar Associate 664
 Radar Coordinator 864

Outside dial – Radar Associate - 72

B Option Lines – AFSS 250-35; AFSS 271-29

b. Sector Description:

Altitudes - Surface - FL230*

*Excluding airspace delegated to Milwaukee and Madison Approach Controls.

Approach Controls - Madison, Volk, and Milwaukee.

c. NEXRAD WARP Setting: The altitude filter key setting is 000-600.

8-5-4. Procedures.

a. The following Automated Information Transfer (AIT) procedures are applicable for GREAS Track Departures requesting FL240 and above:

(1) The Harly sector shall climb GREAS Track Departures to FL230, displaying this as an interim altitude in the data block. Aircraft shall be on a 270° heading, direct JAYEX or as coordinated to keep the aircraft at least 3 NM north of the Farmm sector boundary. The Harly sector shall initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to the Badger sector.

(3) The Harly sector shall transfer communications to the Badger sector after observing the acceptance of the handoff by the Badger sector. The Harly sector has control for changes to the speed and heading and values in the fourth line of the data block up to communications transfer.

(4) The Lone Rock sector shall be responsible for a point out to the Farmm or Dubuque sector if necessary.

(5) Any deviation from the above procedure shall be verbally coordinated.

b. The following Automated Information Transfer (AIT) procedures are applicable for MSN arrivals from the southwest through the northwest:

(1) The Dubuque sector shall descend MSN arrivals to 11,000 feet, displaying this as an interim altitude in the data block and initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to Madison Approach Control.

(3) The Dubuque sector shall transfer communications to Madison Approach Control after observing the acceptance of the handoff by Madison Approach Control.

(4) Any deviation from the above procedure shall be verbally coordinated.

c. The following Automated Information Transfer (AIT) procedure is applicable for aircraft landing GRB, MTW and ATW from the Harly sector.

(1) The Harly sector shall restrict GRB arrivals to cross 50 NM south of the airport at 1400, and ATW and MTW arrivals to cross the LNR/HARLY boundary at 14,000 feet and initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to Milwaukee Approach Control.

(3) The Harly sector, after observing acceptance of a handoff by Milwaukee Approach Control, shall transfer communications to Milwaukee Approach Control.

(4) Any deviation from this procedure shall be verbally coordinated.

d. The following Automated Information Transfer (AIT) procedures are applicable for MSN departures filing for FL240 and above filed over BAE VORTAC or WAITS:

(1) The Lone Rock sector shall climb said departure to FL230, displaying this as an interim altitude in the data block and initiate a handoff to the Harly sector.

(2) The Harly sector shall accept the handoff and initiate a handoff to the Badger sector.

(3) The Lone Rock sector shall transfer communications to the Badger sector after observing the acceptance of the handoff by the Badger sector.

(4) The HARLY sector shall be responsible for a point out to the North East area if necessary.

(5) Any deviation from the above procedures shall be verbally coordinated.

e. The following Automated Information Transfer (AIT) procedures are applicable for westbound Madison Approach Control departures filing for FL240 and above:

(1) The Lone Rock sector shall climb said departure to FL230, displaying this as an interim altitude in the data block and initiate a handoff to the Dubuque sector.

(2) The Dubuque sector shall accept the handoff and initiate a handoff to the Coton sector.

(3) The Lone Rock sector shall transfer communications to the Coton sector after observing the acceptance of the handoff by the Coton sector.

(4) Any deviation from the above procedures shall be verbally coordinated.

f. The following Automated Information Transfer (AIT) procedures are applicable for HAWKN Track departures requesting FL240 and above:

(1) The Harly sector shall climb HAWKN Track departures to FL230, displaying this as an interim altitude in the data block. The Harly sector shall initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to the Badger sector.

(3) The Harly sector shall transfer communications to the Badger sector after observing acceptance of the handoff by the Badger sector.

(4) Any deviation from the above procedure shall be verbally coordinated.

g. The following Automated Information Transfer (AIT) procedures are applicable for CYNDI Track departures requesting FL240 and above:

(1) The Harly sector shall climb CYNDI Track departures to FL230, displaying this as an interim altitude in the data block. The Harly sector shall initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to the Badger sector.

(3) The Harly sector shall transfer communications to the Badger sector after observing acceptance of the handoff by the Badger sector.

(4) Any deviation from the above procedure shall be verbally coordinated.

h. The following Automated Information Transfer (AIT) procedures are applicable for VOK arrivals from the east/southeast:

(1) The Dubuque sector shall descend VOK arrivals to 11,000 feet, displaying this as an interim altitude in the data block and initiate a handoff to the Lone Rock sector.

(2) The Lone Rock sector shall accept the handoff and initiate a handoff to Volk RAPCON.

(3) The Dubuque sector shall transfer communications to Volk RAPCON after observing the acceptance of the handoff by Volk RAPCON

(4) Any deviation from the above procedure shall be verbally coordinated.

i. The following Automated Information Transfer (AIT) procedures for MSN arrivals west of a North/South line through JVL which will pass through the LNR sector are applicable for FARMM, LNR sectors and RFD Approach:

- (1) The FARMM sector shall initiate a handoff to the LNR sector.
- (2) The LNR sector shall accept the handoff prior to the LNR sector boundary and initiate a handoff to RFD Approach.
- (3) The FARMM sector shall transfer communications to RFD Approach after observing acceptance of the handoff by RFD Approach.
- (4) If the handoff is not accepted by RFD Approach prior to the FARMM/LNR airspace boundary, the FARMM sector must transfer communications to the LNR sector.
- (5) Any deviation from the above procedure shall be verbally coordinated.

j. The following Automated Information Transfer (AIT) procedure for ORD arrivals routed via ERNNY or MADII STAR are applicable for HARLY, LNR sectors and MKE Approach:

- (1) The LNR sector shall initiate a handoff to the HARLY sector.
- (2) The HARLY sector shall accept the handoff prior to the HARLY/LNR sector boundary and initiate a handoff to MKE Approach.
- (3) The LNR sector shall transfer communications to MKE Approach after observing acceptance of the handoff by the MKE Approach.
- (4) If the handoff is not accepted by MKE Approach prior to the HARLY/LNR sector boundary, the LNR sector must transfer communications to the HARLY sector.
- (5) Any deviation from the above procedure shall be verbally coordinated.

k. The LNR sector must not issue a “descend via” clearance below 14,000 feet on the SHIKY transition of the FYTTE STAR.

l. Special Use Airspace.

(1) Sheboygan East, Sheboygan West, Oshkosh, Volk East, Volk West, and Black River ATCAAs operations:

(a) Refueling including Military Aerial Refueling Track AR640 (contained within Sheboygan East, Sheboygan West, and Oshkosh ATCAAs.).

(b) Dissimilar aircraft training.

(2) Minnow MOA operations:

- (a) Dissimilar aircraft training.
- (b) Air to air combat training.

(3) R6903:

- (a) Dissimilar aircraft training.
- (b) Air to air combat training.
- (c) Live fire and flares.
- (d) Supersonic flight.

(4) Volk South MOA.

- (a) Dissimilar aircraft training.
- (b) Air to air combat training.

(5) Volk West MOA.

- (a) Dissimilar aircraft training.
- (b) Air to air combat training.

(6) Volk East MOA.

- (a) Dissimilar aircraft training.
- (b) Air to air combat training.

(7) R6901A, R6901B, R6904A & R6904B

- (a) Dissimilar Aircraft Training
- (b) Live fire and flares

(8) When active, nonparticipating IFR aircraft are not authorized through the special use airspace.

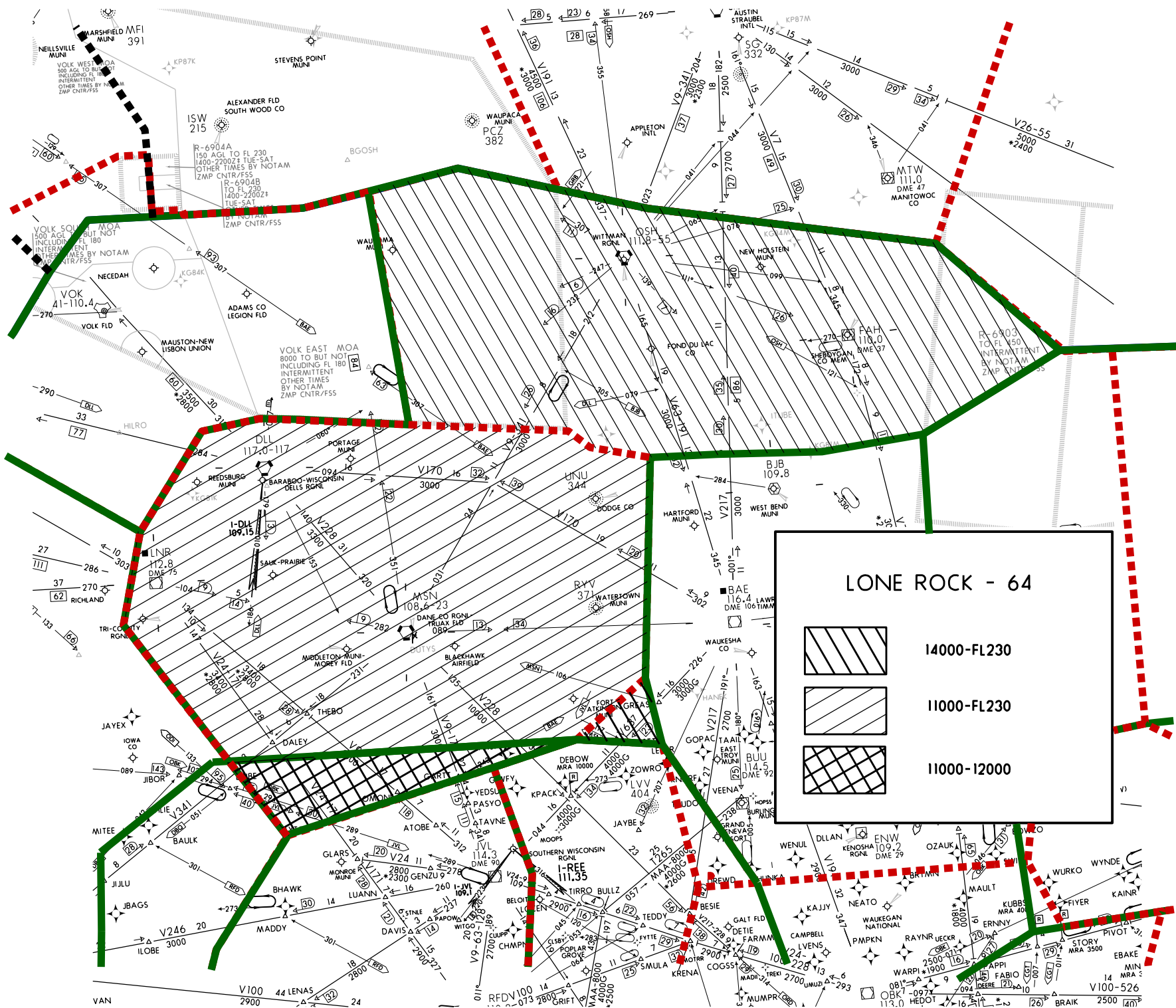
8-5-5. Flight Data Requirements.

Primary printer location - D412

First Backup – D414

Second Backup – D417

ZAU 7110.2V



9/13/18		NORTH AREA Restriction Chart				ZAU 7110.2V		
#	Arrival Point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
1	ORD		Sector 64 to Sector 74	All	MSN..GARTT..JVL/JVL STAR or GARTT..JVL..CHMPN..FYTTE STAR	Cross GARTT @ 11,000		
2			Sector 63 to Sector 64	All	MSN..GARTT..JVL/JVL STAR or GARTT..JVL..CHMPN..FYTTE STAR		Release control to LNR for speed change and 30° turns.	
3			Sector 60 to Sector 64	All	MSN..GARTT..JVL/JVL STAR or MSN..GARTT..JVL..CHMPN..FYTTE STAR or SHIKY..FYTTE STAR	25 NW MSN @ FL240 BUSSE @ FL240	Release control to LNR for speed change and descent.	
4			Sector 64 to Sector 74	Jets	SHIKY..FYTTE STAR	JAKSA @ 15,000 release control for speed and descent to 13,000 and left turns.	SHIKY Transition.	
5								
6			Sector 75 to Sector 63	All	DBQ..JVL/JVL STAR	5 W DBQ @ FL240		
7			Sector 63 to Sector 74	All	JVL STAR or BHAWK..FYTTE STAR	JVL STAR AOB FL210 or FYTTE STAR AOB FL230	Release control for turns and speed adjustment. JVL STAR in trail or below FYTTE STAR. Release Control for descent to FL190 E of a N/S line thru DBQ.	
8		Sector 64 to Sector 62	All	ERNNY STAR or MADII STAR	Cross CHDRR @ 14000		Sector 64 thru Sector 62 to MKE ATCT.	
9	PWK, UGN, C81, 10C, and 3CK		From the north/west Sector 60	All	JVL V97.KRENA..	25 north/west of MSN @ FL240	UGN jets only via SIBER..BAE. Through MKE Approach enter hard altitude of 13,000.	
10			From the north/west Sector 64		JVL V97.KRENA..	20 north/west of JVL @ 13,000		
11			From the west Sector 63		JVL V97.KRENA or RFD.V100.KRENA	Descending to 15,000 release control for descent to 13,000.		
12	ARR, DPA, DKB, 06C		Sector 60 to Sector 64	All	RFD.V171...JOT	25 north/west of MSN @ FL240	Release control for turns.	
13			Sector 64 to Sector 74		RFD.V171...JOT	Enter Sector 74 AOB 15,000 release control for descent to 13,000.		
14			Sector 63 to Sector 74		RFD.V171...JOT	Descending to 15,000 release control for descent to 13,000.		
15	RFD		Sector 63 to Sector 74	All	Direct	Descending to 15,000 release control for descent to 13,000.	Release control for turns.	
NO-1								

ZAU 711C

#	Arrival Point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
16	MDW		Sector 75 to Sector 63			70 northwest of RFD A FL240		
17			Sector 60 to Sector 64			25 north/west of MSN @ FL240		
18			Sector 64 to Sector 74		RFD.V171..JOT or RFD JOT	Enter Sector 74 AOB 15,000	Sector 64 releases control for descent to 13,000.	
19	MDW, GYY, 3HO, O5C, ICC		Sector 63 to Sector 74			Enter Sector 74 descending to 15,000	Sector 63 releases control for turns & descent to 13,000.	
20			Sector 63 to Sector 55		ENDEE STAR or CVA.MOTIF STAR or CVA..BDF.V156.MOTIF.. JOT..		ENDEE and MOTIF STARs are only published for GYY and MDW. Release control for 30 degree turns.	
21			FL230 or lower over PETTY Sector 62		On course		Release control for turns to the right and speed adjustments.	
22		Chicago Metropolitan Area	FL240 and above over PETTY Sector 62	All	On course			Sector 62 thru Sector 27 to Sector 60
23			FL240 and above over PETTY Sector 60		On course		Release control for 20 degree turns and climb to FL320 to NE AREA.	
24			FL240 and above over BAE or KAMMA		Sector 60 has control for turns to the left up to ODI AOA FL240		Sector 60 is responsible for point out to Sector 74. Sector 60 is responsible for point out to Sector 64.	

ZAU 7110.2V

#	Arrival Point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
25	ATW, MTW, OSH, FLD, SBM, and GRB		Sector 75 to Sector 60	All		Enter Sector 60 AOB FL260 descending to FL240	No APREQ necessary for IAFDOF	
26	GRB		Sector 62 to Sector 64	All		50 south of GRB @ 14,000		Sector 62 thru 64 to MKE Approach
27	ATW, MTW		Sector 62 to Sector 64	All		Cross LNR/MKE boundary @ 14,000		Sector 62 thru 64 to MKE Approach
28	DTW		Sector 60,61 to Sector 23,24,25	All	KKISS or RKCTY STAR	Cross BAE/3FM/PMMA sector boundary AOB FL330	Direct PORZL or if north of PORZL, no further direct then CHEFE.	Sector 60, 61 thru Sector 23 to Sector 24,25
29	Detroit Satellites (DET, PTK, YIP)		Sector 60,61 to Sector 23,24,25	All	WEBOR RRALF STAR	Cross BAE/3FM/PMMA sector boundary AOB FL330		Sector 60, 61 thru Sector 23 to Sector 24,25
30	LAN and TOL		Sector 60,61 to Sector 23,24,25	All		Cross BAE/3FM/PMMA sector boundary AOB FL310		
31	MSP Metropolitan Area		Sector 83,84 to Sector 60,61	All	BAE.EAU STAR, BAE.AGUDE STAR or KAMMA.KKILR STAR		Assume control for left turn up to ROBBY when north of an east/west line through OBK VORTAC.	
32	MKE Metropolitan Area		Sector 60 to Sector 64	All	SIBER..BAE or DLL..BAE			
33			From Sector 75 to Sector 60	RNAV	SIBER..BAE..	AOB FL290	Sector 75 releases control for descent.	
34				Non- RNAV	DLL..BAE..		Sector 75 releases control for descent and right turns to BAE.	
35			Sector 63 to Sector 64		MSN..BAE.. Or DLL..BAE			
36		From Sector 74 to Sector 64	Non- RNAV	MSN..BAE	AOB 17000	Sector 74 releases control for descent.		
NO-3								

9/13/18			NORTH AREA Restriction Chart				ZAU 7110.2V		
#	Arrival Point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT	
37		MKE Metropolitan Area	Westbound requesting AOB FL230 Sector 62	RNAV	DIRECT JAYEX		Sector 62 and 64 release control for turns to the south.	Sector 62 thru Sector 64 to Sector 74.	
38				Non-RNAV	270 degree heading or as coordinated.				
39			Westbound requesting AOB FL240 Sector 62	RNAV	DIRECT JAYEX		Sector 62 has control for speed, heading and 4th line value changes up to communications transfer to Sector 64 shall point out to Sector 74 or Sector 63 if needed.	Sector 62 thru Sector 64 to Sector 60	
40				Non-RNAV	270 degree heading or as coordinated.				
41			Westbound AOB FL240 Sector 60	RNAV	DIRECT JAYEX		Climb to FL300 or requested altitude if lower. No APREQ for climb through the base necessary. Release control up to FL330.	Sector 60 has control for speed, heading and 4th line value changes up to communications transfer and release control for turns to the south.	Sector 62 thru Sector 81,8 to Sector 83
42				Non-RNAV	270 degree heading or as coordinated.				
43			Southbound after OBK requesting AOB FL230 Sector 62				Early releases control for turns up to 30 degrees to NEWTT/EON south of an east/west line through OBK.		
44			Eastbound after SAMPL Sector 62		May be cleared direct SAMPL		Release control for left and right turns up to a 180 deg heading.		
45	RFD		From EA Area	All	OBK.V100.RFD	15NM E of OBK @ FL240			
46	DPA, ARR				OBK.V100.RFD.V171.JOT				
47	RFD, DPA, ARR				Sector 62 to Sector 74	OBK.V100.RFD.V171.JOT or OBK.V100.RFD			Descending to 16,000
NO-4									

NO-4

9/13/18		NORTH AREA Restriction Chart				ZAU 7110.2V		
#	Arrival Point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
48		MSN	Sector 64 to Sector 74	All	Enter 74 west of MSN on 210 heading or west of that.	Climb to 16,000	Release control for climb and 30 degree turns. No APREQ for climb through base.	
49			WAITS..OBK			64 Release control for right turns to 62.		
50			Requesting AOA FL240			Sector 64 thru Sector 62 Sector 60		
51	MSN and DLL		From Northeast Area	All		Enter Sector 60 FL320		
52	DBQ		From Sector 55	All		Descending to 11,000	Sector 63 has control for turns.	No apreq for iaf/dof
53		DBQ	To Sector 74	All		Climb to 13,000 release control to climb to request altitude.	No APREQ for climb required. Release control turns.	
NO-5								

Chapter 9. NORTHWEST AREA

Section 1. WATERLOO-SECTOR #71

9-1-1. Sector Narrative.

Waterloo Ultra High sector's main traffic flow is an east/west flow. Special attention should be given to south and southeast bound traffic at or above FL370. Waterloo shall also be aware of crossing restrictions for adjacent sectors, and issue descent clearances to arrival aircraft accordingly.

9-1-2. Assignment of Airspace.

During the times Waterloo sector is non-operational the airspace delegated to Waterloo sector shall become the responsibility of the Arlington sector.

9-1-3. Sector Information.

a. Frequency and Dial Codes:

Frequency 132.625/350.25 (FEP)

SBUEC SITE

132.625	PVB
350.25	PVB

Dial Codes - Radar 771
Radar Associate 671
Radar Coordinator 871
Outside dial - Radar Associate - 18

b. Sector Description:

Altitudes – FL370 – FL999

c. NEXRAD WARP Setting: The altitude filter key setting is 330-600

9-1-4. Procedures.

a. The Waterloo sector must not issue a descend via clearance that would allow an aircraft to descend into another sector's airspace without prior approval.

b. AIT procedures:

(1) J30 Automated Information Transfer (AIT) Procedures between Coton/Arlington/Waterloo, Hawks/Iowa City/Washington and Joliet/McCook sectors for southeast bound flights established on or east of J30:

(a) The Coton/Arlington/Waterloo sector shall initiate a handoff to the Hawks/Iowa City/Washington sector.

(b) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Hawks/Iowa City/Washington sector boundary and then initiate a handoff to the Joliet/McCook sector.

(c) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(d) If the handoff is not accepted by the Joliet/McCook sector prior to the Coton/Arlington/Waterloo/Hawks/Iowa City/Washington sector boundary, the Coton/Arlington/Waterloo sector shall transfer communications to the Hawks/Iowa City/Washington sector.

(e) Any change to these procedures shall be verbally coordinated.

(2) The following Automated Information Transfer (AIT) Procedures for southwest bound flights on or south of a line between OBK and IOW VORTACs, which will pass through the Arlington/Waterloo sectors are applicable to the Joliet/McCook, Arlington/Waterloo and Iowa City/Washington sectors.

(a) The Joliet/McCook sector shall initiate a handoff to the Arlington/Waterloo sector.

(b) The Arlington/Waterloo sector shall accept the handoff prior to the Joliet/McCook sector boundary and reinitiate a handoff to the Hawks/Iowa City/Washington sector.

(c) The Joliet/McCook sector shall transfer communications to the Iowa City/Washington sector after acceptance of the handoff by the Iowa City/Washington sector.

(d) If the handoff is not accepted by the Hawks/Iowa City/Washington sector prior to the Joliet/McCook sector boundary, the Joliet/McCook sector shall transfer communications to the Coton/Arlington/Waterloo sector.

(e) Any change to these procedures shall be verbally coordinated.

(3) The following Automated Information Transfer (AIT) Procedures for northeast bound flights on or south of a line between IOW and OBK VORTACs, which will pass through the Arlington/Waterloo sectors are applicable to the Joliet/McCook, Arlington/Waterloo and Iowa City/Washington sectors.

(a) The Iowa City/Washington sector shall initiate a handoff to the Arlington/Waterloo sector.

(b) The Arlington/Waterloo sector shall accept the handoff prior to the Arlington/Waterloo sector boundary and reinitiate a handoff to the Joliet/McCook sector.

(c) The Iowa City/Washington sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by Joliet/McCook sector.

(d) If the handoff is not accepted by the Joliet/McCook sector prior to J30, the Iowa City/Washington sector shall transfer communications to the Arlington/Waterloo sector.

(e) Any change to these procedures shall be verbally coordinated.

(4) The following Automated Information Transfer (AIT) Procedures between the COTON/ARL/ALO, HAWKS/IOW/AWG and JOT/MCK sectors for northwest bound flights established on or east of J30:

(a) The JOT/MCK sector shall initiate a handoff to the HAWKS/IOW/AWG sector.

(b) The HAWKS/IOW/AWG sector shall accept the handoff prior to the HAWKS/IOW/AWG sector boundary and then initiate a handoff to the COTON/ARL/ALO sector.

(c) The JOT/MCK sector shall transfer communications to the COTON/ARL/ALO sector after acceptance of the handoff by the COTON/ARL/ALO sector.

(d) If the handoff is not accepted by the COTON/ARL/ALO sector prior to the JOT/MCK/HAWKS/IOW/AWG sector boundary, the JOT/MCK sector shall transfer communications to the HAWKS/IOW/AWG sector.

(e) Any change to these procedures shall be verbally coordinated.

(5) Automated Information Transfer (AIT) Procedures for Southeast bound flights on the Newark (EWR) Wind-Route segment between KG78K and KG72M, between the COTON/ARL/ALO, BAE/HOR, and JOT/McCook sectors.

(a) The Coton/Arlington/Waterloo sector shall initiate a handoff to Badger/Horicon sector.

(b) The Badger/Horicon sector shall accept the handoff and initiate a handoff to the Joliet McCook sector.

(c) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(d) The Coton/Arlington/Waterloo sector shall be responsible for insuring the handoff is accepted by the Joliet/McCook sector, as appropriate, prior to the Joliet/McCook sector boundary.

(e) Any deviation from the above procedure shall be verbally coordinated.

c. Data block Fourth Line Procedures:

(1) The Arlington sector may change speed and/or heading values entered in the fourth line of the data block on all Chicago and Milwaukee Metropolitan Area departures handed off to the Waterloo sector at any point after the initiation of the handoff and prior to communications transfer.

(2) The Waterloo sector may change speed and/or heading values entered in the fourth line of the data block on all Chicago and Milwaukee Metropolitan Area arrivals handed off to the Arlington sector at any point after the initiation of the handoff and prior to communications transfer.

9-1-5. Flight Data Requirements.

Primary printer location - H817

First Backup – H815

Second Backup – G718

Section 2. FARMM - SECTOR #74

9-2-1. Sector Narrative.

Farmm sector's primary responsibility is the sequencing of ORD arrivals over the FYTTE waypoint and Milwaukee Metropolitan Area arrivals over the GOPAC arrival. Farmm sector determines sequencing for these arrivals from adjoining sectors.

9-2-2. Assignment of Airspace.

During the time the Farmm sector is non-operational, the airspace delegated to the Farmm sector shall become the responsibility of the Coton sector.

9-2-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 133.350/335.800 (QDC)

SBUEC SITE

133.350 Janesville, WI (JVL)

335.800 Janesville, WI (JVL)

Dial Codes - Radar 774
Radar Associate 674
Radar Coordinator 874
Radar Flight Data none
Outside dial - Radar Associate - 95

b. Sector Description:

Altitudes - Surface - FL230*

*Excluding airspace delegated to Chicago, Madison, Milwaukee, and Rockford Approach Controls.

Approach Controls - Chicago, Madison, Milwaukee, Rockford.

c. NEXRAD WARP Setting: The altitude filter key setting is 000-600.

9-2-4. Procedures.

a. The Farmm sector shall ensure that arriving aircraft enter Chicago approach control at the coordinated speed and altitude.

b. The Farmm sector shall assume control from Chicago Approach Control, for descent to 11,000 feet, on Milwaukee Metropolitan Area or Rockford arrivals, north of the centerline of V100 and on or west of the JOT 360° radial.

c. The Lone Rock sector shall ensure Milwaukee Metropolitan Area departures, requesting FL230 or below and filed into the Farmm sector, are on a 270° heading, direct JAYEX or as coordinated to keep the aircraft at least 3 NM north of the Farmm sector's airspace. The Lone Rock sector shall release control for turns to the south on these departures to the Farmm sector upon completion of radar handoff and communications transfer.

d. Datablock Fourth Line Procedure. The Coton sector may change speed and/or heading values entered in the fourth line of the data block on aircraft handed off to the Farmm sector at any point after the initiation of the handoff and prior to communications transfer to Farmm.

e. The following Automated Information Transfer (AIT) procedures for MSN arrivals west of a North/South line through JVL which will pass through the LNR sector are applicable for FARMM, LNR sectors and RFD Approach:

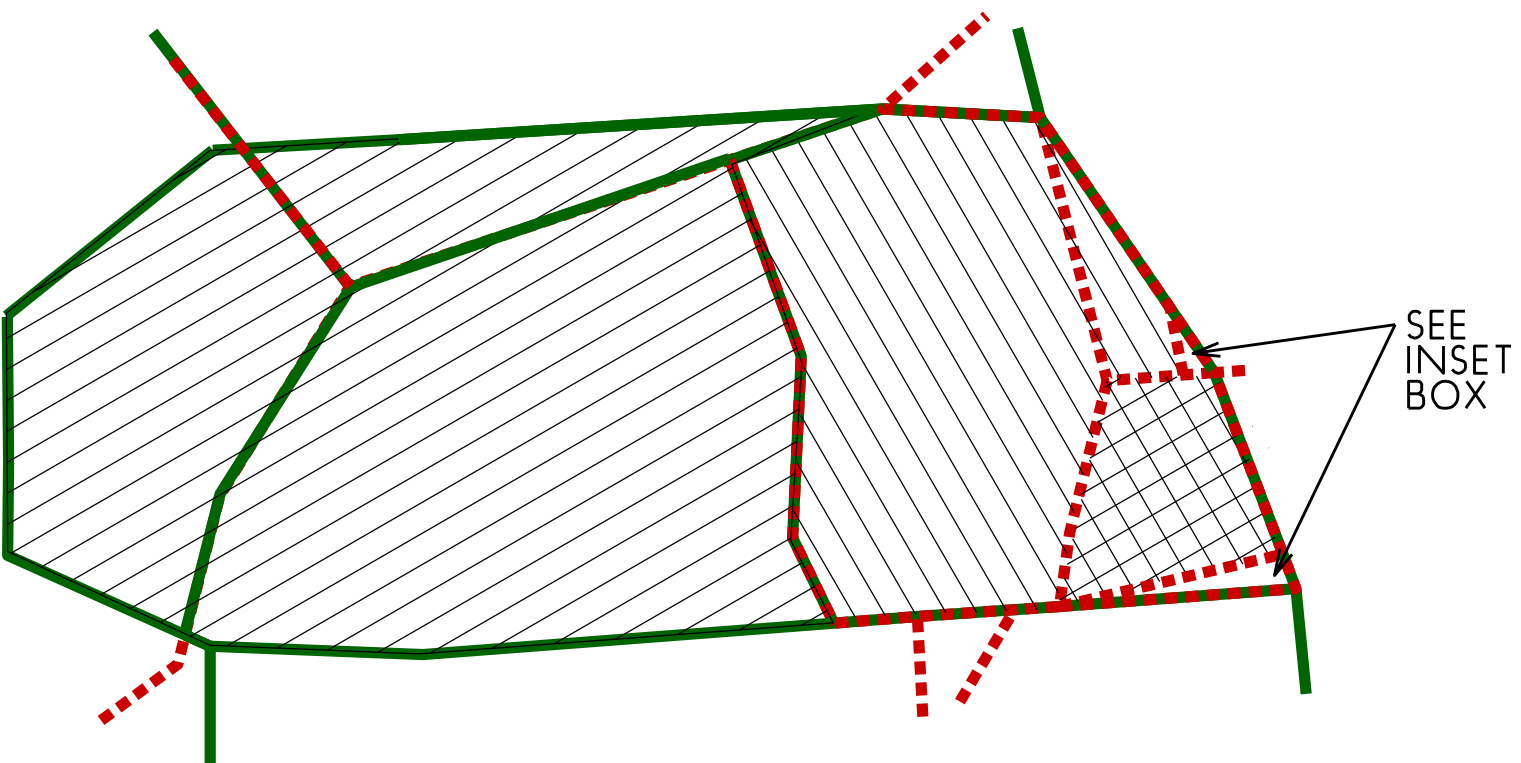
- (1) The FARMM sector shall initiate a handoff to the LNR sector.
- (2) The LNR sector shall accept the handoff prior to the LNR sector boundary and initiate a handoff to RFD Approach.
- (3) The FARMM sector shall transfer communications to RFD Approach after observing acceptance of the handoff by RFD Approach.
- (4) If the handoff is not accepted by RFD Approach prior to the FARMM/LNR airspace boundary, the FARMM sector must transfer communications to the LNR sector.
- (5) Any deviation from the above procedure shall be verbally coordinated.

9-2-5. Flight Data Requirements.

Primary printer location - H815
First Backup – H812
Second Backup – H817

9/13/18

ZAUT7110.2V



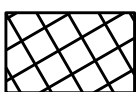
FARMM - 74



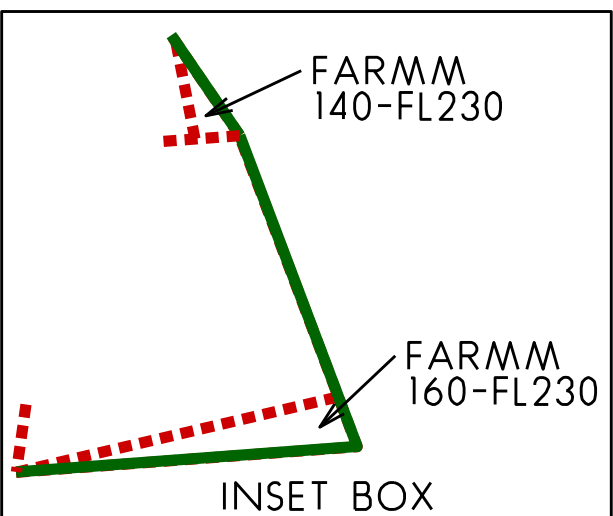
13000 - FL230



11000 - FL230



14000 - FL230



FARMM SECTOR - 74

Section 3. COTON - SECTOR #75

9-3-1. Sector Narrative.

Coton sector's main traffic flow is east/west. Coton works northwest bound Chicago Metropolitan Area departures, and westbound Milwaukee Metropolitan Area departures climbing to FL240 and above. Coton is also responsible for the sequencing of ORD arrivals from the west at and above FL240. Special attention should be given to southbound Minneapolis Metropolitan Area departures via ALO VORTAC and via ODI.J30.

9-3-2. Assignment of Airspace.

The Coton sector is operational 24 hours per day.

9-3-3. Sector Information.

a. Frequency and Dial Codes:

Frequency – 127.775/327.15 (DBQ)

BUEC Priority 1

127.775	PVB
327.15	PVB

Dial Codes - Radar 775
Radar Associate 675
Radar Coordinator 875
Radar Flight Data none
Outside dial - Radar Associate – 85
Radar Flight Data - 73

b. Sector Description:

Altitudes - FL240 – FL999*

*Excluding airspace FL330 through FL999 when Arlington and/or Waterloo sectors are open.

c. NEXRAD WARP Setting: The altitude filter key setting is 220-600.

9-3-4. Procedures.

a. The Coton sector must not issue a descend via clearance that would allow an aircraft to descend into another sector's airspace without prior approval.

b. AIT procedures:

(1) J30 Automated Information Transfer (AIT) Procedures between Coton/Arlington/Waterloo, Hawks/Iowa City/Washington and Joliet/McCook sectors for southeast bound flights established on or east of J30:

(a) The Coton/Arlington/Waterloo sector shall initiate a handoff to the Hawks/Iowa City/Washington sector.

(b) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Hawks/Iowa City/Washington sector boundary and then initiate a handoff to the Joliet/McCook sector.

(c) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(d) If the handoff is not accepted by the Joliet/McCook sector prior to the Coton/Arlington/Waterloo/Hawks/Iowa City/Washington sector boundary, the Coton/Arlington/Waterloo sector shall transfer communications to the Hawks/Iowa City/Washington sector.

(e) Any change to these procedures shall be verbally coordinated.

(2) The following Automated Information Transfer (AIT) Procedures between the Coton/Arlington/Waterloo, Hawks/Iowa City/Washington and Joliet/McCook sectors for northwest bound flights established on or east of J30:

(a) The Joliet/McCook sector shall initiate a handoff to the Hawks/Iowa City/Washington sector.

(b) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Hawks/Iowa City/Washington sector boundary and then initiate a handoff to the Coton/Arlington/Waterloo sector.

(c) The Joliet/McCook sector shall transfer communications to the Coton/Arlington/Waterloo sector after acceptance of the handoff by the Coton/Arlington/Waterloo sector.

(d) If the handoff is not accepted by the Coton/Arlington/Waterloo sector prior to the Joliet/McCook/Hawks/Iowa City/Washington sector boundary, the Joliet/McCook sector shall transfer communications to the Hawks/Iowa City/Washington sector.

(e) Any change to these procedures shall be verbally coordinated.

(3) Automated Information Transfer (AIT) Procedures for Southeast bound flights on the Newark (EWR) Wind-Route segment between KG78K and KG72M, between the Coton/Arlington/Waterloo, Badger/Horicon, and Joliet/McCook sectors.

(a) The Coton/Arlington/Waterloo sector shall initiate a handoff to Badger/Horicon sector.

(b) The Badger/Horicon sector shall accept the handoff and initiate a handoff to the Joliet/McCook sector.

(c) The Coton/Arlington/Waterloo sector shall transfer communications to The Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(d) The Coton/Arlington/Waterloo sector shall be responsible for insuring the handoff is accepted by the Joliet/McCook sector, as appropriate, prior to the Joliet/McCook sector boundary.

(e) Any change to these procedures shall be verbally coordinated.

(4) The following Automated Information Transfer (AIT) Procedures for Chicago Midway arrivals routed via the UGGLY waypoint or CVA are applicable to the Coton, Hawks and Burlington sectors.

(a) The Coton sector shall issue a restriction to cross the UGGLY waypoint or 35 NM North of CVA at FL240.

(b) The Coton sector shall then initiate a handoff to the Hawks sector.

(c) The Hawks sector shall accept the handoff and initiate a handoff to the Burlington sector.

(d) The Coton sector shall transfer communications to the Burlington sector after acceptance of the handoff by the Burlington sector. If the Burlington sector has not accepted the handoff prior to the Hawks, Coton sector boundary, Coton shall transfer communications to the Hawks sector.

(e) Any change to these procedures shall be verbally coordinated.

c. Data block Fourth Line Procedures:

(1) The Coton sector may change speed and/or heading values entered in the fourth line of the data block on all Chicago and Milwaukee Metropolitan Area arrivals handed off to the Farmm sector at any point after the initiation of the handoff and prior to communications transfer.

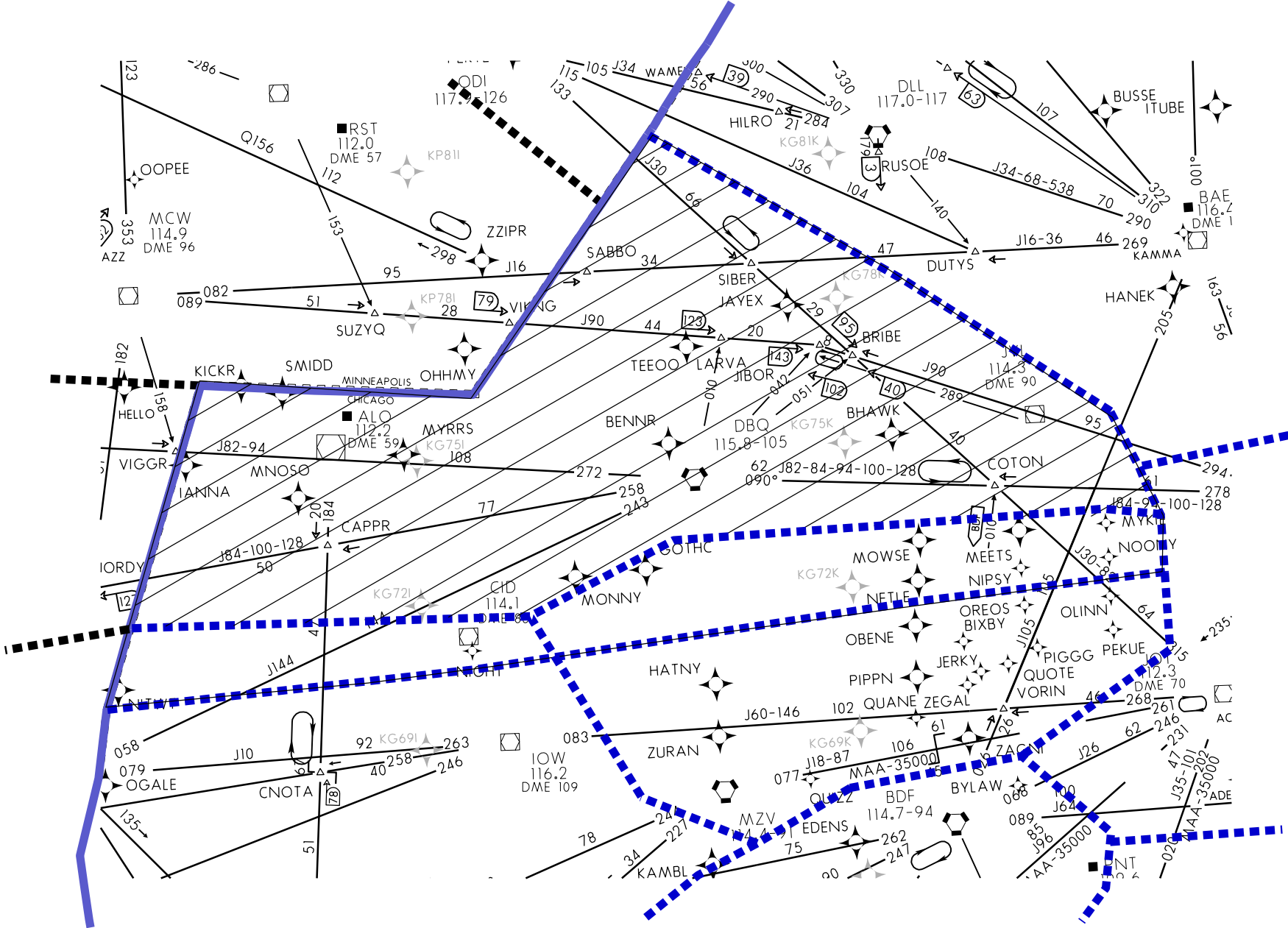
(2) The Coton sector may change speed and/or heading values entered in the fourth line of the data block on all Chicago and Milwaukee Metropolitan Area departures handed off to the Arlington sector at any point after the initiation of the handoff and prior to communications transfer.

(3) The Arlington sector may change speed and/or heading values entered in the fourth line of the data block on all Chicago and Milwaukee Metropolitan Area arrivals handed off to the Coton sector at any point after the initiation of the hand and prior to communications transfer.

9-3-5. Flight Data Requirements.

Primary printer location - G718
First Backup – G715
Second Backup – H817

COTON SECTOR - 75



9/13/18

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Section 4. ARLINGTON - SECTOR #76**9-4-1. Sector Narrative.**

Arlington Super High sector's main traffic flow is an east/west flow. Special attention should be given to south and southeast bound traffic at FL330 and FL350. Arlington shall also be aware of crossing restrictions for adjacent sectors, and issue descent clearances to arrival aircraft accordingly.

9-4-2. Assignment of Airspace.

During the times Arlington sector is non-operational the airspace delegated to Arlington sector shall become the responsibility of the Coton sector.

9-4-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 125.225/263.1 (DBQ)

SBUEC SITE

125.225	Cedar Rapids, IA (CID)
263.1	Cedar Rapids, IA (CID)

Dial Codes - Radar 776
Radar Associate 676
Radar Coordinator 876
Radar Flight Data 276
Outside dial - Radar Associate - 64
Radar Flight Data - 71

b. Sector Description:

Altitudes – FL330 – FL999*

*Excluding airspace FL370 through FL999 when Waterloo sector is open

c. NEXRAD WARP Setting: The altitude filter key setting is 290-600**9-4-4. Procedures.**

a. The Arlington sector must not issue a descend via clearance that would allow an aircraft to descend into another sector's airspace without prior approval.

b. AIT procedures:

- (1) J30 Automated Information Transfer (AIT) Procedures between Coton/Arlington/Waterloo, Hawks/Iowa City/Washington and Joliet/McCook sectors for southeast bound flights established on or east of J30:

(a) The Coton/Arlington/Waterloo sector shall initiate a handoff to the Hawks/Iowa City/Washington sector.

(b) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Hawks/Iowa City/Washington sector boundary and then initiate a handoff to the Joliet/McCook sector.

(c) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(d) If the handoff is not accepted by the Joliet/McCook sector prior to the Coton/Arlington/Waterloo/Hawks/Iowa City/Washington sector boundary, the Coton/Arlington/Waterloo sector shall transfer communications to the Hawks/Iowa City/Washington sector.

(e) Any change to these procedures shall be verbally coordinated.

(2) The following Automated Information Transfer (AIT) Procedures for southwest bound flights on or south of a line between OBK and IOW VORTACs, which will pass through the Arlington/Waterloo sectors are applicable to the Joliet/McCook, Arlington/Waterloo and Iowa City/Washington sectors.

(a) The Joliet/McCook sector shall initiate a handoff to the Arlington/Waterloo sector.

(b) The Arlington/Waterloo sector shall accept the handoff prior to the Joliet/McCook sector boundary and reinitiate a handoff to the Iowa City/Washington sector.

(c) The Joliet/McCook sector shall transfer communications to the Iowa City/Washington sector after acceptance of the handoff by the Iowa City/Washington sector.

(d) If the handoff is not accepted by the Iowa City/Washington sector prior to the Joliet/McCook sector boundary, the Joliet/McCook sector shall transfer communications to the Arlington/Waterloo sector.

(e) Any change to these procedures shall be verbally coordinated.

(3) The following Automated Information Transfer (AIT) Procedures for northeast bound flights on or south of a line between IOW and OBK VORTACs, which will pass through the Arlington/Waterloo sectors are applicable to the Joliet/McCook, Arlington/Waterloo and Iowa City/Washington sectors.

(a) The Iowa City/Washington sector shall initiate a handoff to the Arlington/Waterloo sector.

(b) The Arlington/Waterloo sector shall accept the handoff prior to the Arlington/Waterloo sector boundary and reinitiate a handoff to the Joliet/McCook sector.

(c) The Iowa City/Washington sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by Joliet/McCook sector.

(d) If the handoff is not accepted by the Joliet/McCook sector prior to J30, the Iowa City/Washington sector shall transfer communications to the Coton/Arlington/Waterloo sector.

(e) Any change to these procedures shall be verbally coordinated.

(4) The following Automated Information Transfer (AIT) Procedures between the Coton/Arlington/Waterloo, Hawks/Iowa City/Washington and Joliet/McCook sectors for northwest bound flights established on or east of J30:

(a) The Joliet/McCook sector shall initiate a handoff to the Hawks/Iowa City/Washington sector.

(b) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Hawks/Iowa City/Washington sector boundary and then initiate a handoff to the Coton/Arlington/Waterloo sector.

(c) The Joliet/McCook sector shall transfer communications to the Coton/Arlington/Waterloo sector after acceptance of the handoff by the Coton/Arlington/Waterloo sector.

(d) If the handoff is not accepted by the Coton/Arlington/Waterloo sector prior to the Joliet/McCook/Hawks/Iowa City/Washington sector boundary, the Joliet/McCook sector shall transfer communications to the Hawks/Iowa City/Washington sector.

(e) Any change to these procedures shall be verbally coordinated.

(5) Automated Information Transfer (AIT) Procedures for Southeast bound flights on the Newark (EWR) Wind-Route segment between KG78K and KG72M, between the Coton/Arlington/Waterloo, Badger/Horicon, and Joliet/McCook sectors.

(a) The Coton/Arlington/Waterloo sector shall initiate a handoff to the Badger/Horicon sector.

(b) The Badger/Horicon sector shall accept the handoff and initiate a handoff to the Joliet/McCook sector.

(c) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(d) The Coton/Arlington/Waterloo sector shall be responsible for insuring the handoff is accepted by the Joliet/McCook sector, as appropriate, prior to the Joliet/McCook sector boundary.

(e) Any deviation from the above procedure shall be verbally coordinated.

c. Data block Fourth Line Procedures:

(1) The Arlington sector may change speed and/or heading values entered in the fourth line of the data block on all Chicago and Milwaukee Metropolitan Area departures handed off to the Waterloo sector at any point after the initiation of the handoff and prior to communications transfer.

(2) The Arlington sector may change speed and/or heading values entered in the fourth line of the data block on all Chicago and Milwaukee Metropolitan Area arrivals handed off to the Coton sector at any point after the initiation of the handoff and prior to communications transfer.

(3) The Waterloo sector may change speed and/or heading values entered in the fourth line of the data block on all Chicago and Milwaukee Metropolitan Area arrivals handed off to the Arlington sector at any point after the initiation of the handoff and prior to communications transfer.

(4) The Coton sector may change speed and/or heading values entered in the fourth line of the data block on all Chicago and Milwaukee Metropolitan Area departures handed off to the Arlington sector at any point after the initiation of the handoff and prior to communications transfer.

9-4-5. Flight Data Requirements.

Primary printer location - G715

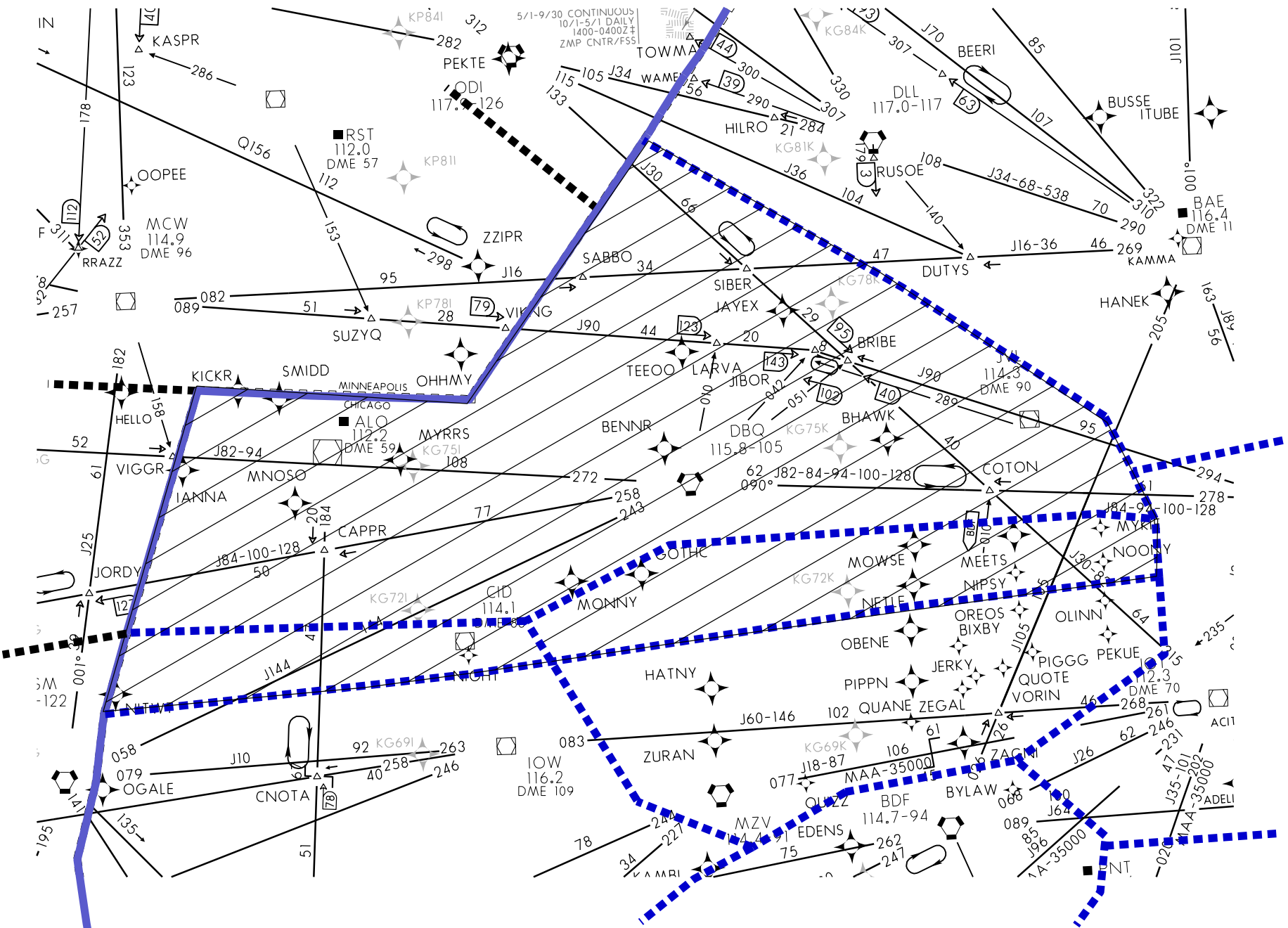
First Backup – G718

Second Backup – H815

9/13/18

ZAUT7110.2V

ARLINGTON SECTOR - 76



Section 5. MALTA - SECTOR #77

9-5-1. Sector Narrative.

Malta sector's main traffic flow is westbound departures from the Chicago Metropolitan Area.

9-5-2. Assignment of Airspace.

During the time Malta sector is non-operational, the airspace delegated to Malta sector shall become the responsibility of the Farmm sector.

9-5-3. Sector Information.

a. Frequency and Dial Codes:

Frequency - 127.075/307.275 (BA8)

Backup Frequency – 134.2/291.75 (QDC)

SBUEC SITE

127.075 Aurora, IL (ZAUB)

307.275 Aurora, IL (ZAUB)

Dial Codes - Radar 777

Radar Associate 677

Radar Coordinator 877

Radar Flight Data 277

Outside dial - Radar Associate – 63

Radar Flight Data - 51

b. Sector Description:

Altitudes - Surface - FL230*

*Excluding airspace delegated to Chicago TRACON, Quad City ATCT and Rockford ATCT.

Approach Controls - Chicago TRACON, Quad City ATCT and Rockford ATCT.

c. NEXRAD WARP Setting: The altitude filter key setting is 000-600.

9-5-4. Procedures.

a. When using the fourth line of the data block, the Malta sector shall assign aircraft clearance on the proper departure tracks (RNAV) or a heading that establishes the aircraft in the Hawks sector with constant or increasing separation (Non RNAV). The Malta sector may change heading or speed values entered in the fourth line of the data block on aircraft handed off to the Hawks sector at any point after the initiation of the handoff and prior to communications transfer to Hawks sector.

b. The Malta sector shall climb Chicago Metropolitan Area departures (requesting FL240 and above) entering the Burlington sector to an altitude and heading as depicted in the data block. No APREQ for IAFDOF is required. The Malta sector may change the fourth line data information until communication transfer.

c. The Malta sector shall climb Rockford departures entering the Burlington sector to an altitude and heading as depicted in the data block. No APREQ for IAFDOF is required. The Malta sector may change the fourth line data information up until communication transfer.

d. The following Automated Information Transfer (AIT) Procedure between the Burlington and Malta sectors and RFD ATCT for Chicago North Satellite arrivals is applicable to the Burlington and Malta sectors and RFD ATCT:

(1) The Burlington sector shall issue a restriction to cross Burlington/Malta boundary at or below FL210 to cross 20 NM west of RFD at 13,000 feet.

(2) The Burlington sector shall then initiate a handoff to the Malta sector.

(3) The Malta sector shall accept the handoff and initiate a handoff to RFD ATCT.

(4) The Burlington sector shall transfer communications to RFD ATCT after acceptance of the handoff by RFD ATCT. If RFD ATCT has not accepted the handoff prior to 25 NM west of RFD VOR, the Burlington sector shall transfer communications to the Malta Sector.

(5) Any change to these procedures shall be verbally coordinated.

e. The following Automated Information Transfer (AIT) Procedure between the Burlington and Malta sectors and RFD ATCT for Chicago West Satellite (ARR, DPA, DKB, 06C) arrivals is applicable to the Burlington and Malta sectors and RFD ATCT:

(1) The Burlington sector shall issue a restriction to cross:

(a) PLL.V172.SIMMN..JOT direct destination and cross 20nm from RFD at 13,000.

(b) PLL..SIMMN..JOT direct destination and cross 20nm PLL at 13,000.

(c) Direct ARR and cross 65nm from ARR at 13,000.

(d) Direct SIMMN..JOT..DPA and cross 45nm from SIMMN at 13,000

(2) The Burlington sector shall then initiate a handoff to the Malta sector.

(3) The Malta sector shall accept the handoff and initiate a handoff to the RFD ATCT.

(4) The Burlington sector shall transfer communications to the RFD ATCT after acceptance of the handoff by the RFD ATCT. If RFD ATCT has not accepted the handoff prior to a North/South line through the PLL VOR, the Burlington sector shall transfer communications to the Malta Sector.

f. The following Automated Information Transfer (AIT) Procedure between the BRL and Malta sectors and RFD ATCT for aircraft landing within Rockford Approach Control airspace is applicable to the BRL and Malta sectors and RFD ATCT:

(1) The BRL sector shall issue a restriction to cross 40 NM west of RFD at 13,000 feet.

(2) The BRL sector shall then initiate a handoff to the Malta sector.

(3) The Malta sector shall accept the handoff and initiate a handoff to the RFD ATCT.

(4) The BRL sector shall transfer communications to the RFD ATCT after acceptance of the handoff by the RFD ATCT. If RFD ATCT has not accepted the handoff prior to a North/South line through the PLL VOR, the BRL sector shall transfer communications to the Malta Sector.

(5) Any change to these procedures shall be verbally coordinated.

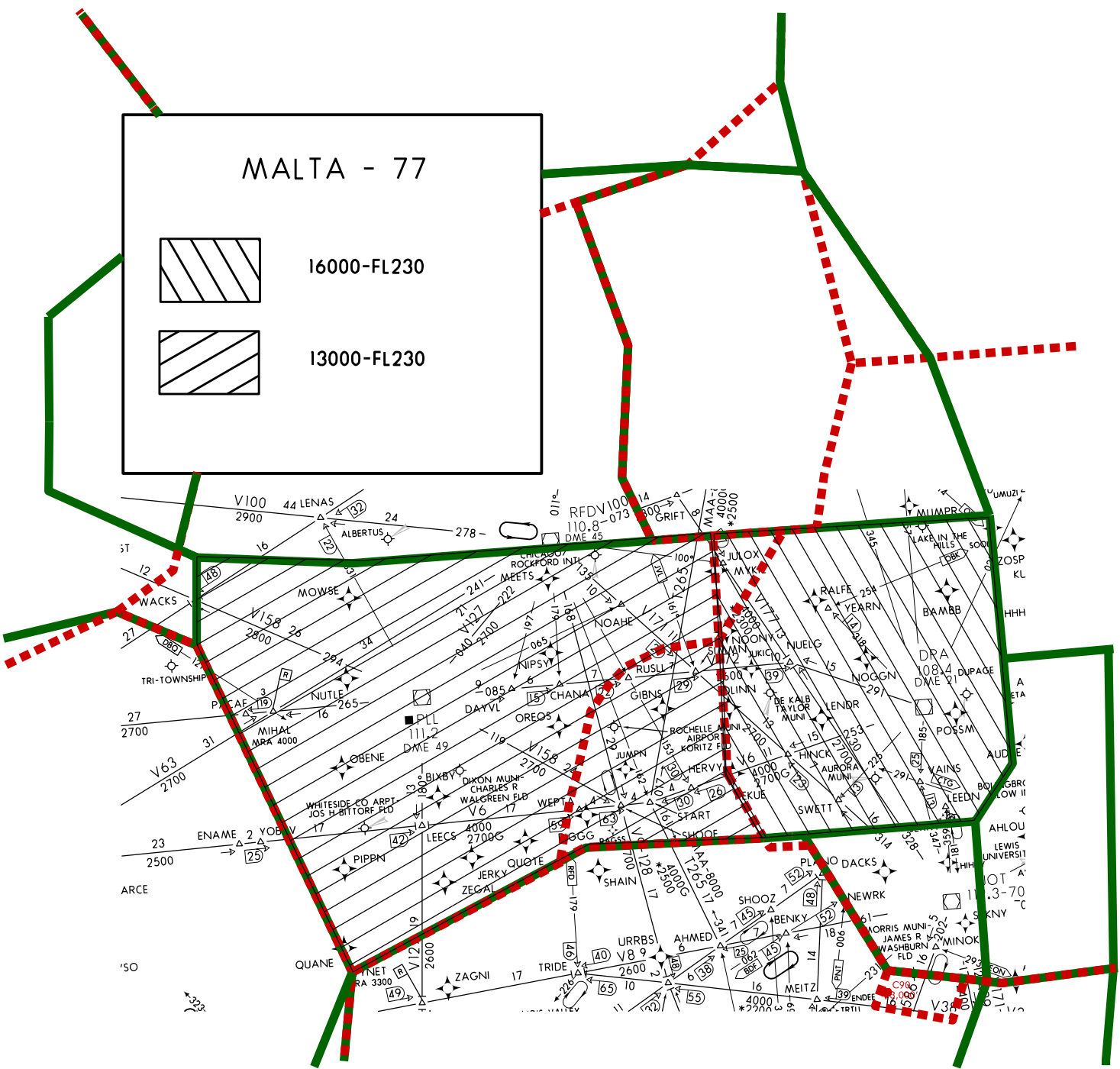
9-5-5. Flight Data Requirements.

Primary printer location - H812

First Backup – H815

Second Backup – G718

ZA07110.2V



MALTA SECTOR - 77

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Northwest Area Restriction Chart

ZAU 7110.2V

#	Arrival point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT	
1	ORD		Sector 64 to Sector 74	ALL	MSN..GARTT..JVL.JVL STAR or GARTT..JVL..CHMPN.FYTE STAR	Cross GARTT @ 11,000			
2			Sector 75 to Sector 74	ALL	DBQ..JVL.JVL STAR MYRRS.FYTE STAR or ZZIPR.FYTE STAR	60 NM W JVL VOR at FL240 (JVL) or BHAWK at FL240 (RNAV)	Release control for 30 degree turns to Sector 74.		
3			Sector 75 to Sector 63	Non-RNAV	DBQ..JVL.JVL.STAR	5 W DBQ @FL240			
4			Sector 64 to Sector 74	RNAV	JAKSA.FYTE STAR	JAKSA at 15,000	Release control down to 13,000 and left turns. Releases control for speed adjustment.		
5			Sector 63 to Sector 74	ALL	JVL STAR or BHAWK.FYTE STAR	JVL STAR AOB FL210 or FYTE STAR AOB FL230	Release control for turns and speed adjustment. JVL STAR in trail or below FYTE STAR. Release Control for descent to FL190 E of a N/S line thru DBQ.		
6			Sector 90,94 to Sector 75,76	RNAV	BENNR.FYTE STAR	Enter Northwest Area AOB FL350			
7			Sector 90 to Sector 75	Non-RNAV	DBQ.JVL STAR	Enter Northwest Area AOB FL250			
8			From Sector 56 to Sectors 63,75,90	ALL	DBQ..JVL STAR or BENNR.FYTE STAR				
9	MDW		Sector 75 to Sector 55	ALL	CVA.MOTIF STAR or ENDEE STAR	Cross 35 NM N of CVA VOR AOB FL240 or UGGLY AOB FL240		Sector 75 thru Sector 92 to Sector 55	
10	MDW, GYY		Sector 75 to Sector 63,74		RFD.V171.JOT or RFD..JOT		70 NM NW RFD VOR at FL240		
11			Sector 64 to Sector 74				Enter Sector 74 AOB 15,000	Sector 64 releases control for descent to 13,000.	
12			Sector 63 to Sector 74				Enter Sector 74 descending to 15,000	Sector 63 releases control for turns & descent to 13,000.	
13	GYG		Sector 75 to Sector 55	All	CVA..EDENS.LUCIT STAR	35 N CVA AOB FL240		Sector 75 thru Sector 92 to Sector 55	
14	C90 South Satellite		Sector 75 to Sector 55	ALL	CVA..BDF.V156. MOTIF..JOT	Cross 35 NM N of CVA VOR at FL240		Sector 75 thru Sector 92 to Sector 55	
15			Sector 75 to Sector 63,74		RFD..JOT RFD.V171.JOT	70 NM NW RFD VOR at FL240			
16			Sector 63 to Sector 74			Enter Sector 74 AOB FL190 descending to 15,000	Release control for descent and turns.		
17			Sector 64 to sector 74			Enter Sector 74 AOB 15,000	Release control for descent.		

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Northwest Area Restriction Chart

ZAU 7110.2V

#	Arrival point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT	
18	C90 West Satellite		Sector 75 to Sector 63,74	ALL	RFD.V171.JOT or PLL.V172.SIMMN.JOT or PLL..SIMMN	70 NM NW RFD / PLL VOR at FL240			
19			Sector 63 to Sector 74			Enter Sector 74 AOB FL190 descending to 15,000	Release control.		
20			Sector 64 to Sector 74		RFD.V171.JOT	Enter Sector 74 AOB 15,000	Release control.		
21			Sector 55 to Sector 77		ARR Direct destination.	Descending to cross 65 NM west of destination airport at 13,000.	<u>Aircraft must pass between PLL VOR and MZV VOR.</u>		Sector 55 thru Sector 77 to RFD ATCT
22					PLL..SIMMN..JOT or PLL.V172.SIMMN..JOT	20NM from PLL at 13,000			
23						DPA ONLY Descending to cross 45 NM from SIMMN at 13,000.			
24	C90 North Satellite		Sector 90,92 to Sector 75	ALL	DBQ..RFD.V100. KRENA	Enter Northwest Area AOB FL310	UGN may be treated as MKE Metro Arrival (see below)*		
25			Sector 75 to Sector 63,74		RFD.V100.KRENA or JVL.V97.KRENA or Direct KRENA	DBQ VOR at FL240 or 70NM W. RFD/JVL VOR at FL240			
26			Sector 63 to Sector 74			Enter Sector 74 descending to 15,000	Release control for descent and turns.		
27			Sector 64 to Sector 74		JVL.V97.KRENA	20 NM west JVL VOR at 13,000			
28			Sector 55 to Sector 77		RFD.V100.KRENA	To enter the sector AOB FL 210 to cross 20 west of RFD at 13,000			Sector 55 thru Sector 77 to RFD ATCT
29	UGN *(As MKE metro arrival)			Sector 95,94,92,90 to Sector 71,76,75	RNAV	CID..OHLIE.GOPAC STAR	ENTER NW AREA AOB FL370		
30		Non-RNAV			DBQ..SIBER..BAE	None			
31		Sector 83 to Sector 77		RNAV	LEEDN.GOPAC STAR	LEEDN at FL240			
32				Non-RNAV	JOT..MSN..BAE	Cross JOT at FL240			
33		Sector 77 to Sector 74		RNAV	MUMPR.GOPAC STAR	MUMPR AOB 17,000			
34				Non-RNAV	MSN..BAE	AOB FL220			
35		Sector 74 to 64		Non-RNAV	MSN..BAE	AOB 17,000	Sector 74 releases control for descent.		
36		Sector 75 to Sector 60		ALL	DBQ..SIBER..BAE	SIBER AOB FL290	Sector 74 releases control for descent.		

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Northwest Area Restriction Chart

ZAU 7110.2V

#	Arrival point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
37	Milwaukee Metro		Sector 95,94,92,90 to Sector 71,76,75	RNAV	CID..OHLIE.GOPAC STAR	AOB FL370		
38				Non-RNAV	DBQ..DLL..BAE			
39			Sector 75 to Sector 64	RNAV	SIBER..BAE			
40			Sector 75 to Sector 64	Non-RNAV	DLL..BAE			
41			Sector 83 to Sector 77	RNAV	LEEDN.GOPAC STAR	Cross LEEDN at FL240		
42				Non-RNAV	JOT..MSN..BAE	Cross JOT at FL240		
43			Sector 77 to Sector 74	RNAV	MUMPR.GOPAC STAR	MUMPR AOB 17,000		
44				Non-RNAV	MSN..BAE	AOB FL220		
45			Sector 74 to 64	ALL	MSN..BAE	AOB 17,000	Release Control for descent.	
46	Milwaukee Metro		Sector 75 to Sector 76 to Sector 71	RNAV	direct JAYEX			
47				Non-RNAV	ON 270 heading or as coordinated			
48			Sector 60 to Sector 75,76	RNAV	direct JAYEX	Climbing to FL300 or requested altitude if lower. No APREQ through base required.	Release control for left turns and climb to FL330.	
49				Non-RNAV	ON 270 heading or as coordinated			
50			Sector 62, 64 to Sector 74	RNAV	DIRECT JAYEX	Filed FL230 or below	Release control for turns to the south.	
				Non-RNAV	270 degree heading or as coordinated.			
51		MSN	Sector 64 to Sector 74 filed west of JVL VOR	ALL	Enter Sector 74 west of MSN on a 210 heading or west of that.	Climbing to 16,000	Release control for climb and 30 degree turns. No APREQ for climb through base.	
52	MSN		Sector 74 to 64	ALL		Descending to 13,000.	West of N/S line thru JVL.	Sector 74 thru Sector 64 to RFD Approach
53	MSN		Sector 74 to 64	ALL		Descending to 11,000. APREQ for IAFDOF not required.	East of a N/S line thru JVL.	Sector 74 thru Sector 64 to MSN Approach

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Northwest Area Restriction Chart

ZAU 7110.2V

#	Arrival point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
54	RFD		Sector 51 to Sector 77	RNAV	JOT..QUOTE..KRFD	Descending to 14,000	Release control for right turns.	
55			Sector 51 to Sector 77	Non-RNAV	JOT RV West of QUOTE MALTA can go direct KRFD	Descending to 14,000	Release control for right turns.	
56			Sector 55 to Sector 77		Direct RFD	Cross 40 NM west of RFD VOR at 13,000 feet		Sector 55 thru Sector 77 to RFD ATCT
57			Sector 63 to Sector 74	ALL	Direct RFD	Descending to 15,000 release control for decent to 13,000.	Release control for turns.	
58			Sector 62 to Sector 74	ALL	OBK.V100.KRENA	Descending to 16,000		
59	RFD	Sector 77 to Sector 51	Requesting AOA 16,000	AHMED direct or RV AHMED direct		RFD owns Area G		
60				JERKY JOT direct or RV JERKY direct		C90 owns Area G		
61		Sector 74 to Sector 55	All aircraft filed over BDF requesting 15,000 or above.	Heading 240	Climbing to FL230 or below	Handoff to Sector 55 or Sector 92, as appropriate.		
62	DBQ		Sector 74 to RFD ATCT	ALL		Cross 45NM East of DBQ @ 13,000		
63			Sector 77 to RFD ATCT					
64		DBQ	Sector 63 to Sector 74	ALL		Climbing to 13,000	Release control. No APREQ for climbing through base of Sector 74.	
65	ATW, MTW, OSH, FLD, SBM and GRB		Sector 75 to Sector 60	ALL		Enter Sector 60 AOB FL260 descending to FL240	No APREQ for IAFDOF.	
66	CVG		Sector 75,76 to East Area	ALL	JOT.SHB STAR.CVG OR JOT..CEGRM STAR.CVG	AOB FL330		Sector 75,76,71 thru Sector 94,92,95 to Sector 83

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Northwest Area Restriction Chart

ZAU 7110.2V

#	Arrival point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
67	Indianapolis Terminal Airports		Sector 71,75,76 to East Area	ALL		AOB FL330		Sector 75,76,71 thru Sector 94,92,95 to Sector 83
68	MSP		Sector 90, 94, 95 to Sector 71, 75,76	Non-RNAV	ALO.KASPR STAR	Enter the Northwest Area AOB FL380	Sector 95 releases control for descent.	
				RNAV	MNOSO.BLUEM STAR			
68A	MSP TBFM ONLY		Sector 90, 94, 95 to Sector 71, 75,76	Non-RNAV	ALO.KASPR STAR	Enter the Northwest Area AOB FL380	Sector 90, 92, 94, 95 release to Sector 71, 75, 76 control for turns back towards MNOSO/ALO and control for speed increase. Sector 95 releases control for descent.	
				RNAV	MNOSO.BLUEM STAR			
69	Minneapolis Metro Airports		Sector 95,94,90 to Sector 71,76,75	ALL	ALO..TWOLF. TWOLF STAR	Enter NW Area AOB FL380	Sector 95 releases control for descent.	
70	MLI APCH			ALL		Cross 45NM East of MLI @13,000 handoff to RFD		
71	DPA, ARR		Sector 62 to Sector 74		OBK.V100.RFD.V171.JOT	Descending to 16,000		
72		ORD	Sector 77 to Sector 92	RNAV	Established on M, N,O or P Departure Tracks			
73			Sector 75 to Sector 76, Sector 76 to Sector 71		Established on M or N Departure Tracks		Sector 92 release control for right turns to Sector 75,76 on M Track only.	
74			Sector 90,92 to Sector 75,76					
75			Sector 77 to Sector 51		Cleared via Quane		Sector 77 releases control for left turns.	
76			Sector 77 to Sector 51	Filed over IOW	Established on a 240 heading or heading displayed in the 4th line. 77 Releases control for left turn.			
77			Sector 92 to Sector 75,76, Sector 75 to Sector 76, Sector 76 to Sector 71	Non-RNAV	IOW or PLL		Established on 270 heading or heading displayed in the 4th line.	
78		Sector 77 to Sector 92						

NW-5

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Northwest Area Restriction Chart

ZAU 7110.2V

#	Arrival point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
79			Sector 77 to Sector 92		Via MONNY or NIGHT or ELYNA or OBENE or OGALE or ROTTN or CARET			
80								
81			Sector 90,92,94,95 to Sector 76,71 or Sector 76 to Sector 71	RNAV	Via MONNY or NIGHT			
82			Sector 90,92 to Sector 75					
83			Sector 77 to Sector 51		Via Quane		Sector 77 releases control for left turns.	
84		C90 Sector 2 & 3 Airports C09,LL22, JOT,1C5, LL10, DKB, 68IS, 82IS Except 06C	Sector 90,92 to Sector 75,76		Filled over PLL		Established on a 270 heading or heading displayed in the 4th line.	
85			Sector 77 to Sector 63		Filled over IOW			
86			Sector 77 to Sector 51		Filled over IOW		Established on a 240 heading or heading displayed in the 4th line. 77 Releases control for left turn.	
87			Sector 77 to Sector 55	Non-RNAV				
88			Sector 92 to Sector 75,76, Sector 75 to Sector 76, Sector 76 to Sector 71		Filled over PLL or IOW		Established on 270 heading or heading displayed in the 4th line.	
89			Sector 77 to Sector 92					
90			Sector 77 to Sector 92		Via MONNY or NIGHT or OBENE or OGALE or PIPPN or PIGGG or QUANE			
91			Sector 75 to Sector 76, Sector 76 to Sector 71	RNAV	Via MONNY or NIGHT			
92			Sector 90,92,94,95 to Sector 75,76,71					
93		C90 Sectors 1 and 4 MDW, GYY, 3HO, 05C, IGQ and 06C	Sector 77 to Sector 51		Via QUANE	MALTA releases control for left turns.		
94			Sector 77 to Sector 92					
95			Sector 75 to Sector 76, Sector 76 to Sector 71	Non-RNAV	Filled over IOW or PLL	Established on 270 heading, or heading displayed in the 4th line		
96			Sector 90,92,94,95 to Sector 75,76,71					
97			Sector 77 to Sector 51			Established on 240 heading, or heading displayed in the 4th line	MALTA releases control for left turns.	
98			Sector 77 to Sector 92 and Sector 90,92 to Sector 75,76		Established on M or N Departure Track		Sector 92 release control for right turns to Sector 75,76 on M Track only.	
99			Sector 75 to Sector 76, Sector 76 to Sector 71	RNAV				
100		C90 North Satellites PWK, UGN, C81, 10C, 3CK	Sector 77 to 92		Filled on O or P Departure Track		Established on 250 heading, or heading displayed in the 4th line.	
101			Sector 77 to Sector 92					
102			Sector 90,92,94,95 to Sector 75,76,71	Non-RNAV	Filled over IOW or PLL		Established on 270 heading, or heading displayed in the 4th line.	
103			Sector 75 to Sector 76, Sector 76 to Sector 71		Filled over PLL			

9/13/18		Northwest Area Restriction Chart				ZAU 7110.2V			
#	Arrival point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT	
104		ARR, DPA, LOT	Sector 77 to Sector 92	RNAV	Established on OBENE SID Via MONNY or NIGHT or OGALE or ROTTN or ELYNA or CARET				
105			Sector 90,92,94,95 to Sector 75,76,71		Established on OBENE SID Via MONNY or NIGHT				
106			Sector 77 to Sector 92	Non-RNAV	Filed over IOW or PLL				
107			Sector 92 to Sector 75,76,94						
108		DSM	Sector 90 to Sector 75	All	DRCT DBQ or Point to remain North or West of DBQ	Climbing to FL250 or requested altitude, whichever is lower.	No APREQ for climb necessary.		

NW-7

ADD	MLI		From Sector 83 to Sector 77	All	100NM East of MLI @ FL240			
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Chapter 10. EAST AREA**Section 1. KELOG - SECTOR #80****10-1-1. Sector Narrative.**

The Kelog sector's traffic flow varies, both as to type of aircraft and direction of flight. Traffic within the sector is often transitioning altitudes to/from approach control airspace or airspace adjacent to the sector.

10-1-2. Assignment of Airspace.

During the times that the Kelog sector is non-operational, the airspace delegated to the Kelog sector shall become the responsibility of the Cribb sector. Assignment to Sweet sector may be accomplished when deemed operationally beneficial by the Front Line Manager or Controller-in-Charge.

During the hours that South Bend Approach Control is non-operational:

a. The Bearz Sector shall assume the airspace in Area X as depicted in the Midnight Configuration Map

b. The Kelog Sector shall assume the airspace in Area Y as depicted in the Midnight Configuration Map in addition to the airspace underlying the Sweet, Cribb, and Kelog Sector.

10-1-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 127.550/307.175 (GSH)

SBUEC SITE

127.550 Keeler, MI (ELX)

307.175 Keeler, MI (ELX)

Dial Codes - Radar 780
Radar Associate 680
Radar Coordinator 880
Radar Flight Data None
Outside dial - Radar Associate - 37

B Option Lines - FWA TWR 240-74/APCH 75/FSS 76, HUF AFSS SUP 240-40/COORD 2/INFLT 43/DATA 44

b. Sector Description:

Altitudes - Surface - FL230*

*Excluding airspace delegated to Kalamazoo and South Bend Approach Controls.

Approach Controls - South Bend, Kalamazoo, Fort Wayne, Grand Rapids, Toledo, Lansing.

- c. NEXRAD WARP Setting:** The altitude filter key setting is 000-600.

10-1-4. Procedures.

The Kelog sector shall:

a. Kelog sector shall assume control for descent from the Sweet and Cribb sectors on Chicago Metropolitan Area departures that are landing at airports within Kalamazoo, Grand Rapids or Toledo Approach Controls

b. Utilize the following Automated Information Transfer (AIT) procedure for Chicago Metropolitan Area departures, requesting FL230 or below, and then filed southeast bound:

(1) The Cribb sector shall initiate a handoff to the Kelog sector. Non-RNAV equipped aircraft shall be on a heading towards SEWTO intersection.

(2) The Kelog sector shall accept the handoff and initiate a handoff to the Wolf Lake sector.

(3) The Cribb sector shall transfer communications to the Wolf Lake sector after they have accepted the handoff, unless prior coordination is effected by the Kelog sector. The Wolf Lake sector has control for right turns on contact.

(4) Kelog sector releases control for descent of Fort Wayne Approach Control arrivals to the Wolf Lake sector on contact.

(5) Any deviation from the above procedure must be verbally coordinated.

c. Utilize the following Automated Information Transfer (AIT) procedure for Chicago Metropolitan Area departures filed north/northeast bound:

(1) The Sweet sector shall initiate a handoff to the Kelog sector.

(2) The Kelog sector shall accept the handoff and reinitiate a handoff to the Sparta or Pullman sector, as appropriate.

(3) The Sweet sector shall transfer communications to the Sparta or Pullman sector, as appropriate, after they have accepted the handoff, unless prior coordination is effected by the Kelog sector. Kelog and Sweet sectors release control to Sparta/Pullman sector for turns to the left and to Sparta sector (for arrivals within Grand Rapids, Muskegon, Lansing or Saginaw Approach Control airspace) for descent upon completion of radar handoff and communications transfer.

(4) Any deviation from the above procedure must be verbally coordinated.

d. The following pre-arranged coordination procedures for the climbing of Chicago Metropolitan Area departures, requesting FL240 and above, established within the East Departure Corridor (depicted in Chapter 12, Appendix A) are applicable for the Sweet, Kelog and Cribb sectors:

(1) Kelog sector shall point out to the Sweet/Cribb sector, all aircraft on or west of a north/south line 5 miles east of the AZO VOR, from FL200 through FL230.

(2) Sweet/Cribb sector shall ensure Chicago Metropolitan Area departures, requesting FL240 or above, cross the Kelog sector boundary at or above FL200, and cross a north/south line through AZO VOR at or above FL240. Kelog sector shall be responsible for pointing out aircraft that will not cross the ZAU/ZOB boundary at or above FL240, to the appropriate low altitude ZOB sector(s).

(3) Gipper/Keeler sector may assume control from the Sweet/Cribb/Kelog sector for turns up to 30° on Chicago Metropolitan area departures, AOA FL210, provided the aircraft underlie the appropriate high altitude sector(Gipper/Keeler) and remain at least 2.5 nm from the Gipper/Keeler common boundary.

(4) Any deviation from the above procedures shall be verbally coordinated.

e. Utilize the following Automated Information Transfer (AIT) procedure for GRR arrivals, other than Chicago metropolitan departures, over flying Kalamazoo Approach Control airspace:

(1) Kelog sector shall descend GRR arrivals over flying Kalamazoo Approach Control, at pilot's discretion to 11,000 feet and enter this as an interim altitude.

(2) Kelog sector shall then direct a handoff to Sparta sector. Sparta sector shall accept the handoff and redirect the handoff to Kalamazoo Approach Control.

(3) After observing the acceptance of the handoff by Kalamazoo Approach Control, Kelog sector shall transfer communications to Kalamazoo Approach Control.

(4) Any deviation from the above procedure must be verbally coordinated.

f. Utilize the following Automated Information Transfer (AIT) procedure for Kalamazoo Approach Control arrivals:

(1) Sweet sector shall descend Kalamazoo Approach Control arrivals to 11,000 feet and enter this as an interim altitude.

(2) Sweet sector shall then direct a handoff to Kelog sector. Kelog sector shall accept the handoff and redirect the handoff to Kalamazoo Approach Control.

(3) After observing the acceptance of the handoff by Kalamazoo Approach Control, Sweet sector shall transfer communications to Kalamazoo Approach Control.

(4) Any deviation from the above procedure must be verbally coordinated.

9/13/18

ZAU 7110.2V

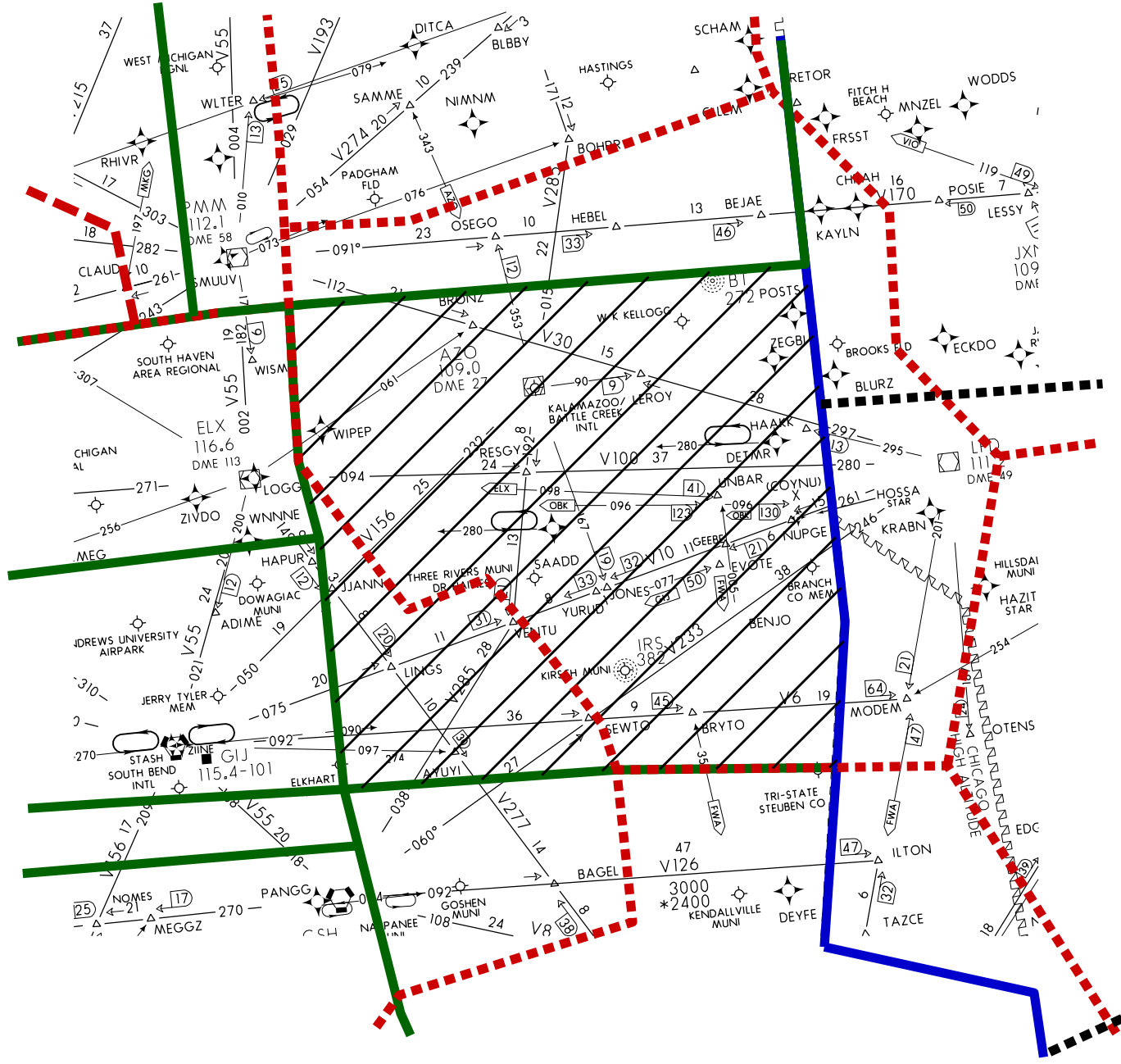
10-1-5. Flight Data Requirements.

Primary printer location – A108

First Backup – A106

Second Backup – B208

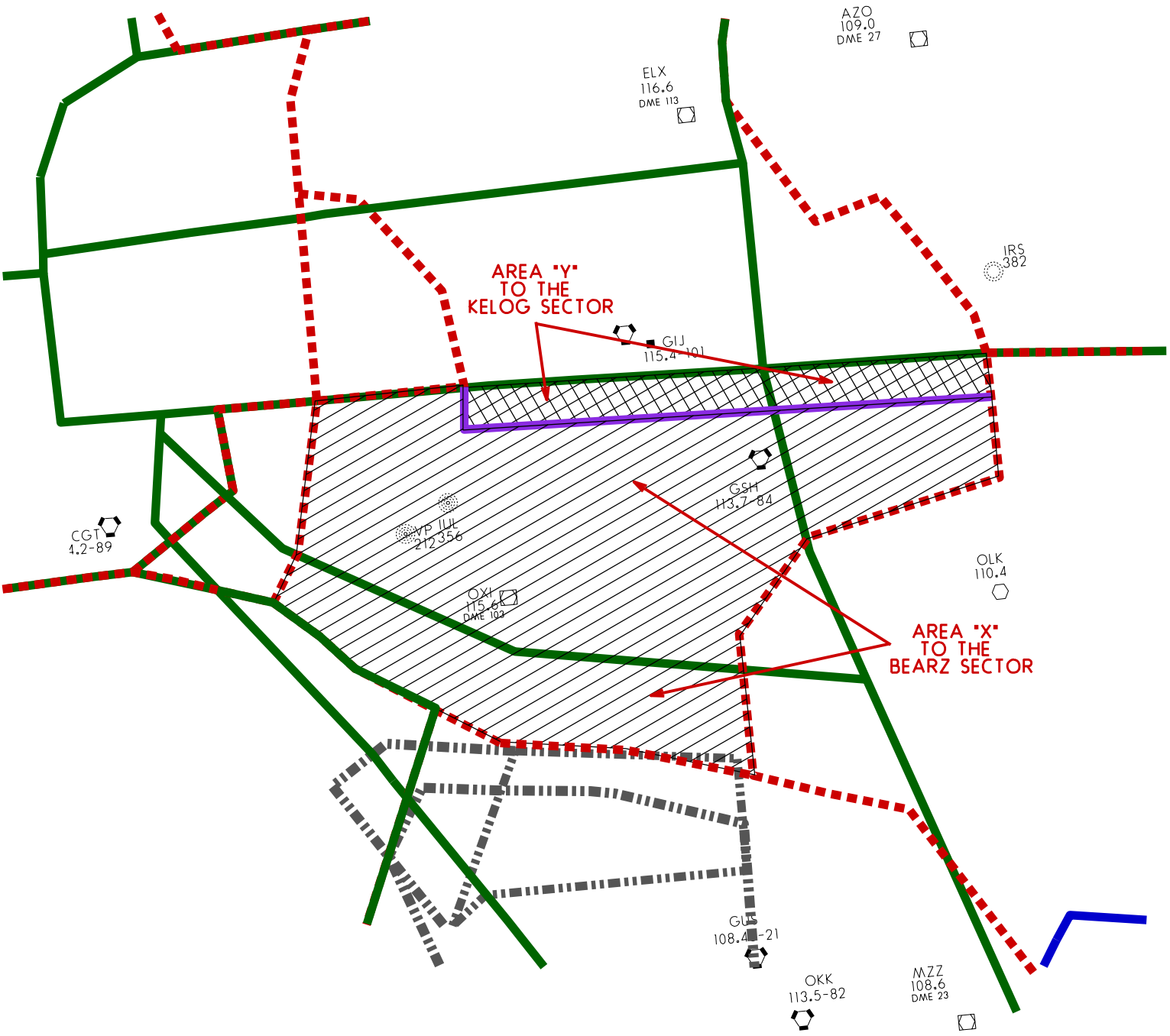
ZAU7110.2V



VELOCITY SECTOR-80

9/13/18

ZAUT110.2V



KELOG SECTOR-80 MIDNIGHT CONFIGURATION

Section 2. CRIBB - SECTOR #81**10-2-1. Sector Narrative.**

Cribb sector is primarily an eastbound departure sector for traffic departing the Chicago Metropolitan Area. Special attention shall be given to ensuring departures have proper routing and sequencing is provided in accordance with appropriate restrictions. Cribb sector shall be especially aware of traffic traversing the sector and Chicago Approach Control airspace.

10-2-2. Assignment of Airspace.

The Cribb sector is operational 24 hours a day.

10-2-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 120.350/317.400 (ORD)

SBUEC SITE

120.350 Northbrook, IL (OBK)

317.400 Northbrook, IL (OBK)

Dial Codes - Radar 781
Radar Associate 681
Radar Coordinator 881
Radar Flight Data 281
Outside dial - Radar Associate - 36
Radar Flight Data - 31

B Option Lines - ORD APCH, PWK 264-35, IKK FSS SUP 226-26/FLT DATA 27/EFAS 28/INFLT 29, EKM TWR 221-20, SBN APCH 78, AZO APCH 52/TWR 50, LAN APCH 72 /76,
BTL TWR 46

b. Sector Description

Altitudes - Surface - FL230*

*Excluding airspace delegated to the Chicago and South Bend Approach Controls

Approach Controls – Chicago and South Bend Approach Controls.

c. NEXRAD WARP Setting: The altitude filter key setting is 000-600.**10-2-4. Procedures.**

The Cribb sector shall:

a. Release control for descent to the Kelog sector on Chicago Metropolitan Area departures that are landing at airports within Kalamazoo, Grand Rapids or Toledo Approach Controls.

b. The Cribb sector may change fourth line speed and heading data on aircraft handed off to the Gipper/Keeler sector at any point after the initiation of a handoff and prior to communications transfer to Gipper/Keeler sector. At communications transfer, the data block shall accurately reflect what the aircraft is assigned to do.

c. The following pre-arranged coordination procedures for the climbing of Chicago Metropolitan Area departures, requesting FL240 and above, established within the East Departure Corridor (depicted in Chapter 12, Appendix A) are applicable for the Sweet, Kelog and Cribb sectors:

(1) Kelog sector shall point out to the Sweet/Cribb sector, all aircraft on or west of a north/south line 5 miles east of the AZO VOR, from FL200 through FL230.

(2) Sweet/Cribb sector shall ensure Chicago Metropolitan Area departures, requesting FL240 or above, cross the Kelog sector boundary at or above FL200, and cross a north/south line through AZO VOR at or above FL240. Kelog sector shall be responsible for pointing out aircraft that will not cross the ZAU/ZOB boundary at or above FL240, to the appropriate low altitude ZOB sector(s).

(3) Gipper/Keeler sector may assume control from the Sweet/Cribb/Kelog sector for turns up to 30° on Chicago Metropolitan area departures, AOA FL210, provided the aircraft underlie the appropriate high altitude sector(Gipper/Keeler) and remain at least 2.5 nm from the Gipper/Keeler common boundary.

(4) Any deviation from the above procedures shall be verbally coordinated.

d. Utilize the following Automated Information Transfer (AIT) procedure for Chicago Metropolitan Area departures, requesting FL230 or below, and then filed southeast bound:

(1) The Cribb sector shall initiate a handoff to the Kelog sector. Non-RNAV equipped aircraft shall be on a heading towards SEWTO intersection.

(2) The Kelog sector shall accept the handoff and reinitiate a handoff to the Wolf Lake sector.

(3) The Cribb sector shall transfer communications to the Wolf Lake sector after they have accepted the handoff, unless prior coordination is effected by the Kelog sector. The Wolf Lake sector has control for right turns on contact.

(4) Kelog sector releases control for descent of Fort Wayne Approach Control arrivals to the Wolf Lake sector on contact.

(5) Any deviation from the above procedure must be verbally coordinated.

e. Milwaukee Metropolitan Area departures

(1) May be cleared OBK..SAMPL or Direct..SAMPL.

(2) Climbed to FL230, or requested lower altitude.

(3) Harly sector releases control to the East Area for left turns and right turns to a 180° heading, upon completion of radar handoff and communications transfer. Cribb sector shall release control for turns to the left on these flights to the Joliet sector.

f. The following Automated Information Transfer (AIT) procedures are applicable for SAMPL departures requesting FL240 and above when the Sweet Sector is combined with the Cribb sector:

(1) The Harly sector shall climb SAMPL departures to FL230. The Harly sector shall initiate a handoff to the Sweet/Cribb sector.

(2) The Sweet/Cribb sector shall accept the handoff and initiate a handoff to the Joliet sector.

(3) The Harly sector shall transfer communications to the Joliet sector after observing acceptance of the handoff by the Joliet sector. Should the Sweet/Cribb sector not initiate a handoff to the Joliet sector by time the departure crosses the Harly/Sweet sector boundary, the Harly sector shall transfer communications to the Sweet/Cribb sector.

(4) Any deviation from the above procedure shall be verbally coordinated.

g. Cribb Sector shall notify the Sweet/Kellog sectors when South Bend Approach Control Area Z is active/inactive.

h. Special Use Airspace.

(1) Windy City Bravo ATCAA operations:

(a) Active Air Defense Missions.

(b) Intercept training.

(c) VIP Support

(d) Live fire and flares.

(d) Supersonic flight.

10-2-5. Flight Data Requirements.

Primary printer location – B203

First Backup – B201

Second Backup – A206

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Section 3. SWEET - SECTOR # 82**10-3-1. Sector Narrative.**

Sweet sector is primarily an eastbound departure sector for traffic departing the Chicago Metropolitan Area. Special attention shall be given to ensuring departures have proper routing and sequencing is provided in accordance with appropriate restrictions. Sweet sector shall be especially aware of traffic traversing the sector and Chicago Approach Control (C90) airspace.

10-3-2. Assignment of Airspace.

During the time the Sweet sector is non-operational, the airspace delegated to the Sweet sector shall become the responsibility of the Cribb sector.

10-3-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency – 126.425/348.725 (UGN1)

SBUEC SITE

126.425	Gipper, MI (GIJ)
348.725	Gipper, MI (GIJ)

Dial Codes - Radar 782
Radar Associate 682
Radar Coordinator 882
Radar Flight Data 282
Outside dial - Radar Associate - 34

b. Sector Description:

Altitudes - Surface - FL230*

*Excluding airspace delegated to the Chicago and South Bend Approach Controls

Approach Controls – Chicago and South Bend Approach Controls.

c. NEXRAD WARP Setting: The altitude filter key setting is 000-600.**10-3-4. Procedures.**

The Sweet sector shall:

a. Release control for descent and left turns (for arrivals within Grand Rapids, Muskegon, Lansing or Saginaw Approach Control airspace) to the Kubbs/Sparta sector(s) on Chicago Metropolitan Area departures routed to the north/northeast upon completion of radar handoff and communications transfer.

b. Release control for descent to the Kelog sector on Chicago Metropolitan departures that are landing at airports within Kalamazoo, Grand Rapids, or Toledo Approach Controls.

c. The Sweet sector may change fourth line speed and heading data on aircraft handed off to the Keeler/Gipper sector at any point after the initiation of a handoff and prior to communications transfer to the Keeler/Gipper sector. At communications transfer, the data block shall accurately reflect what the aircraft is assigned to do

d. The following pre-arranged coordination procedures for the climbing of Chicago Metropolitan Area departures, requesting FL240 and above, established within the East Departure Corridor (depicted in Chapter 12, Appendix A) are applicable for the Sweet, Kelog and Cribb sectors:

(1) Kelog sector shall point out to the Sweet/Cribb sector, all aircraft on or west of a north/south line 5 miles east of the AZO VOR, from FL200 through FL230.

(2) Sweet/Cribb sector shall ensure Chicago Metropolitan Area departures, requesting FL240 or above, cross the Kelog sector boundary at or above FL200, and cross a north/south line through AZO VOR at or above FL240. Kelog sector shall be responsible for pointing out aircraft that will not cross the ZAU/ZOB boundary at or above FL240, to the appropriate low altitude ZOB sector(s).

(3) Gipper/Keeler sector may assume control from the Sweet/Cribb/Kelog sector for turns up to 30° on Chicago Metropolitan area departures, AOA FL210, provided the aircraft underlie the appropriate high altitude sector(Gipper/Keeler) and remain at least 2.5 nm from the Gipper/Keeler common boundary.

(4) Any deviation from the above procedures shall be verbally coordinated.

e. Utilize the following Automated Information Transfer (AIT) procedure for Chicago Metropolitan Area departures filed north/northeast bound:

(1) The Sweet sector shall initiate a handoff to the Kelog sector.

(2) The Kelog sector shall accept the handoff and initiate a handoff to the Sparta or Pullman sector, as appropriate.

(3) The Sweet sector shall transfer communications to the Sparta or Pullman sector, as appropriate, after they have accepted the handoff, unless prior coordination is effected by the Kelog sector. Kelog and Sweet sectors release control to Sparta/Pullman sector for turns to the left and to Sparta sector (for arrivals within Grand Rapids, Muskegon, Lansing or Saginaw Approach Control airspace) for descent upon completion of radar handoff and communications transfer.

(4) Any deviation from the above procedure must be verbally coordinated.

f. Utilize the following Automated Information Transfer (AIT) procedure for Kalamazoo Approach Control arrivals:

(1) Sweet sector shall descend Kalamazoo Approach Control arrivals to 11,000 feet and enter this as an interim altitude.

(2) Sweet sector shall then direct a handoff to Kelog sector. Kelog sector shall accept the handoff and redirect the handoff to Kalamazoo Approach Control.

(3) After observing the acceptance of the handoff by Kalamazoo Approach Control, Sweet sector shall transfer communications to Kalamazoo Approach Control.

(4) Any deviation from the above procedure must be verbally coordinated.

g. Milwaukee Metropolitan Area departures

(1) May be cleared OBK..SAMPL or Direct..SAMPL.

(2) Climbed to FL230, or requested lower altitude.

(3) Harly sector releases control to the East Area for left turns and right turns to a 180° heading, upon completion of radar handoff and communications transfer. The Sweet sector shall release control for turns to the left on these flights to the Cribb and Joliet sectors.

h. The following Automated Information Transfer (AIT) procedures are applicable for SAMPL departures requesting FL240 and above when the Sweet Sector is Combined with the Cribb Sector:

(1) The Harly sector shall climb SAMPL departures to FL230. The Harly sector shall initiate a handoff to the Sweet/Cribb sector.

(2) The Sweet/Cribb sector shall accept the handoff and initiate a handoff to the Joliet sector.

(3) The Harly sector shall transfer communications to the Joliet sector after observing acceptance of the handoff by the Joliet sector. Should the Sweet/Cribb sector not initiate a handoff to the Joliet sector by time the departure crosses the Harly/Sweet sector boundary, the Harly sector shall transfer communications to the Sweet/Cribb sector.

(4) Any deviation from the above procedure shall be verbally coordinated.

i. Special Use Airspace.

(1) Windy City Bravo ATCAA operations:

(a) Active Air Defense Missions.

(b) Intercept training.

(c) VIP Support

(d) Live fire and flares.

(e) Supersonic flight.

10-3-5. Flight Data Requirements.

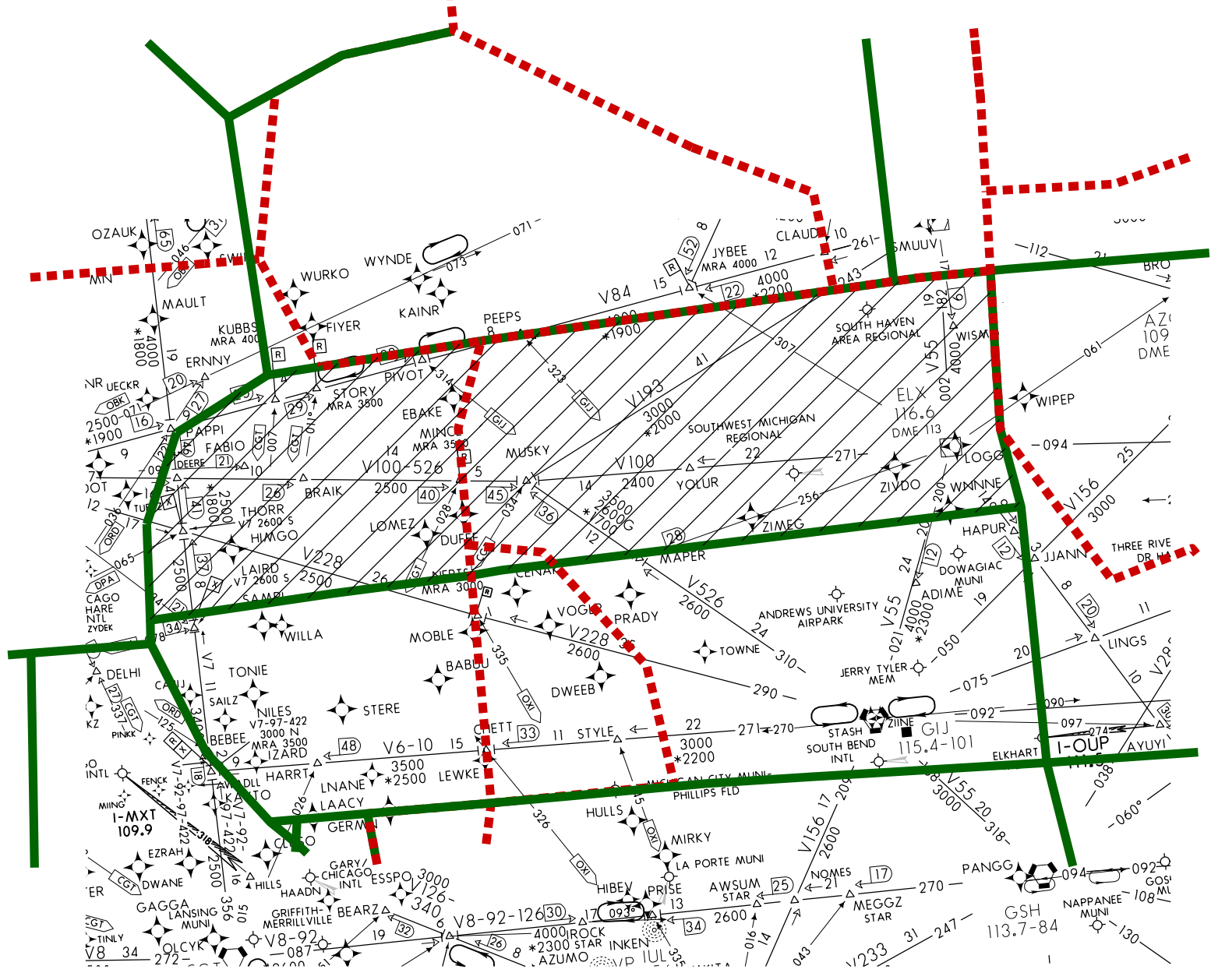
Primary Printer location – B201

First Backup – B203

Second Backup – A106

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SWEET SECTOR-82

Section 4. JOLIET - SECTOR #83**10-4-1. Sector Narrative.**

The Joliet sector primarily handles overflights and traffic transitioning into low altitude sectors. Particular attention shall be given to crossing traffic near the sector's boundaries and to traffic in airspace shared with other areas. The sector shall ensure all appropriate restrictions and routes are issued to aircraft transitioning to low altitude sectors.

10-4-2. Assignment of Airspace.

During the time the Joliet sector is non-operational, the airspace delegated to the Joliet sector shall become the responsibility of the Gipper sector. Assignment to other sectors may be accomplished when deemed operationally beneficial by the Front Line Manager or Controller-in-Charge.

10-4-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 118.225/353.55 (IKK)

SBUEC SITE

118.225 QHF (Monee, IL)

353.550 QHF (Monee, IL)

Dial Codes - Radar 783

Radar Associate 683

Radar Coordinator 883

Radar Flight Data none

Outside dial - Radar Associate - 28

B Option Lines - None

b. Sector Description:

Altitudes - FL240 - FL999*

*Excluding airspace FL350 through FL999 when the McCook sector is operational.

c. NEXRAD WARP Setting: The altitude filter key setting is 220-600.**10-4-4. Procedures.**

The Joliet sector shall:

a. The Boiler sector shall remain aware and maintain a full data block for aircraft exiting the Boiler sector and entering the Joliet Sector that will traverse the South Departure Climb Corridor. Joliet sector will not be required to point out these aircraft to the Boiler sector.

b. Milwaukee Metropolitan Area departures filed eastbound after OBK VORTAC:

(1) May be cleared OBK..SAMPL or Direct..SAMPL.

(2) Climbed to FL230, or requested lower altitude.

(3) Harly sector releases control to the East Area for left turns and right turns to a 180° heading, upon completion of radar handoff and communications transfer. Joliet sector shall assume control for turns to the east from the Sweet and Cribb sectors.

c. The following Automated Information Transfer (AIT) procedures are applicable for SAMPL departures requesting FL240 and above when the Sweet Sector is combine with the Cribb sector:

(1) The Harly sector shall climb SAMPL departures to FL230. The Harly sector shall initiate a handoff to the Sweet/Cribb sector.

(2) The Sweet/Cribb sector shall accept the handoff and initiate a handoff to the Joliet sector.

(3) The Harly sector shall transfer communications to the Joliet sector after observing acceptance of the handoff by the Joliet sector. Should the Sweet/Cribb sector not initiate a handoff to the Joliet sector by time the departure crosses the Harly/Sweet sector boundary, the Harly sector shall transfer communications to the Sweet/Cribb sector.

(4) Any deviation from the above procedure shall be verbally coordinated.

d. The following pre-arranged coordination procedures for Chicago Metropolitan Area departures established within the South Departure Climb Corridor (depicted in Chapter 19, Appendix A) are applicable to the Newtt, Peotone, Roberts, Boiler, and Joliet sectors:

(1) The Newtt sector shall release control to the Roberts sector for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(2) The Roberts sector shall assume control from the Newtt sector for right turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(3) The Peotone sector shall release control to the Boiler sector for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications, provided the aircraft remains within the South Departure Climb Corridor.

(4) The Boiler sector shall assume control from the Peotone sector for left turns and speed adjustment upon receipt of a radar handoff and transfer of communications provided the aircraft remains within the South Departure Climb Corridor.

(5) The Roberts sector shall assume control from the Joliet sector to climb the departures to FL290 within the South Departure Climb Corridor.

(6) The Joliet sector shall release control to the Roberts sector to climb the departures to FL290 within the South Departure Climb Corridor.

(7) The Boiler sector shall assume control from the Joliet sector to climb the departures to FL290 within the South Departure Climb Corridor.

(8) The Joliet sector shall release control to the Boiler sector to climb the departures to FL290 within the South Departure Climb Corridor.

(9) The Joliet sector shall point out to the Roberts and Boiler sectors all aircraft at or below FL290 that traverse the South Departure Climb Corridor. That portion of the South Departure Climb Corridor that lies within the lateral limits of the Joliet sector from FL240 through FL290 is the Joliet sector's airspace.

(10) The Roberts and Boiler sectors are authorized to enter the Joliet sector with Chicago Metropolitan Area departures established within the lateral and vertical limits of the South Departure Climb Corridor while climbing said departures to FL290.

(11) Any deviation from the above procedures shall be verbally coordinated.

e. The following Automated Information Transfer (AIT) procedures are applicable for the Horicon/Badger sectors on aircraft proceeding in the direction of PMM VOR/DME and traversing the Joliet/McCook sector:

(1) The Horicon/Badger sectors shall initiate a handoff to the Joliet/McCook sector.

(2) The Joliet/McCook sector shall accept the handoff and initiate a handoff to either the Pullman or Empire sector, as appropriate.

(3) The Horicon/Badger sectors shall transfer communications to the Pullman or Empire sector, as appropriate, after observing the acceptance of the handoff by the Pullman or Empire sector.

(4) The Horicon/Badger sectors shall be responsible for insuring the handoff is accepted by either the Pullman or Empire sector, as appropriate, prior to the Pullman/Empire sector boundary.

(5) Any deviation from the above procedures shall be verbally coordinated.

f. The following Automated Information Transfer (AIT) procedures are applicable for Joliet/McCook sector(s) on aircraft proceeding in the direction of PMM VOR/DME and traversing Lagrange/Keeler sector:

(1) The Joliet/McCook sector shall initiate a handoff to the Keeler/Lagrange sector.

(2) The Keeler/Lagrange sector shall accept the handoff and initiate a handoff to the Empire/Pullman sector.

(3) The Joliet/McCook sector shall transfer communications to Empire/Pullman sector after observing the acceptance of the handoff by the Empire/Pullman sector.

(4) Any deviation from the above procedures shall be verbally coordinated.

g. The following Automated Information Transfer (AIT) procedures are applicable for Empire/Pullman sector(s) on aircraft proceeding in the direction of OBK VORTAC and traversing Lagrange/Keeler sector:

- (1) The Empire/Pullman sector shall initiate a handoff to the Keeler/Lagrange sector.
- (2) The Keeler/Lagrange sector shall accept the handoff and initiate a handoff to the Joliet/McCook sector.
- (3) The Empire/Pullman sector shall transfer communications to Joliet/McCook sector after observing the acceptance of the handoff by the Joliet/McCook sector.
- (4) Any deviation from the above procedures shall be verbally coordinated.

h. J30 Automated Information Transfer (AIT) Procedures between Coton/Arlington/Waterloo, Hawks/Iowa City/Washington and Joliet/McCook sectors for southeast bound flights established on or east of J30:

- (1) The Coton/Arlington/Waterloo sector shall initiate a handoff to the Hawks/Iowa City/Washington sector.
- (2) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Hawks/Iowa City/Washington sector boundary and then initiate a handoff to the Joliet/McCook sector.
- (3) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.
- (4) If the handoff is not accepted by the Joliet/McCook sector prior to the Coton/Arlington/Waterloo/Hawks/Iowa City/Washington sector boundary, the Coton/Arlington/Waterloo sector shall transfer communications to the Hawks/Iowa City/Washington sector.
- (5) Any change to these procedures shall be verbally coordinated.

i. The following Automated Information Transfer (AIT) Procedures for southwest bound flights on or south of a line between OBK and IOW VORTACs, which will pass through the Arlington/Waterloo sectors are applicable to the Joliet/McCook, Arlington/Waterloo and Iowa City/Washington sectors.

- (1) The Joliet/McCook sector shall initiate a handoff to the Arlington/Waterloo sector.
- (2) The Arlington/Waterloo sector shall accept the handoff prior to the Joliet/McCook sector boundary and reinitiate a handoff to the Iowa City/Washington sector.
- (3) The Joliet/McCook sector shall transfer communications to the Iowa City/Washington sector after acceptance of the handoff by the Iowa City/Washington sector.

(4) If the handoff is not accepted by the Iowa City/Washington sector prior to the Joliet/McCook sector boundary, the Joliet/McCook sector shall transfer communications to the Arlington/Waterloo sector.

(5) Any change to these procedures shall be verbally coordinated.

j. The following Automated Information Transfer (AIT) procedures for aircraft at or above FL240 and which traverse the Roberts sector/climb corridor routed via JOT VORTAC or are CVG arrivals or are Indianapolis Metropolitan Area arrivals are applicable to the Joliet, McCook, Roberts, Boiler and Chanute sectors.

(1) The Joliet or McCook sector shall initiate a handoff to the Roberts sector. After a handoff of Indianapolis Metropolitan Area or CVG arrivals has been initiated to, or accepted by, the Roberts or Boiler sectors, the Joliet/McCook sector shall not change the altitude line of the data block to an altitude below FL290.

(2) If traffic is not a factor, the Roberts shall accept the handoff and initiate a handoff to the Boiler or Chanute sector, whichever is applicable. After the Boiler or Chanute sector accepts the handoff, the Joliet or McCook sector shall transfer communication to the Boiler or Chanute sector, whichever is applicable.

(3) The Joliet/McCook sector shall be responsible for ensuring the handoff is accepted by either the Boiler or Chanute sector, as appropriate, prior to the Boiler/Chanute sector/climb corridor boundary.

(4) If traffic is a factor or if the Roberts sector requests communications, the Roberts sector shall verbally coordinate with the Joliet or McCook sector. The Joliet or McCook sector shall transfer communications to the Roberts sector.

(5) Negative RSVM exception aircraft are disqualified from these procedures.

(6) Any deviation from the above procedure shall be verbally coordinated.

k. The following Automated Information Transfer (AIT) Procedures between the Coton/ Arlington/ Waterloo, Hawks/ Iowa City/ Washington and Joliet/McCook sectors for northwest bound flights established on or east of J30:

(1) The Joliet/McCook sector shall initiate a handoff to the Hawks/ Iowa City/ Washington sector.

(2) The Hawks/ Iowa City/ Washington sector shall accept the handoff prior to the Hawks/ Iowa City/ Washington sector boundary and then initiate a handoff to the the Coton/ Arlington/ Waterloo sector.

(3) Joliet/McCook sector shall transfer communications to the Coton/ Arlington/ Waterloo sector after acceptance of the handoff by the the Coton/ Arlington/ Waterloo sector.

(4) If the handoff is not accepted by the the Coton/ Arlington/ Waterloo sector prior to the Joliet/McCook/ Hawks/ Iowa City/ Washington sector boundary, the Joliet/McCook sector shall transfer communications to the Hawks/ Iowa City/ Washington sector.

- (5) Any change to these procedures shall be verbally coordinated.

l. The following Automated Information Transfer (AIT) Procedures for northeast bound flights on or south of a line between PLL and OBK VORTACS, which will pass through the Coton/ Arlington/ Waterloo sectors are applicable to the Joliet/McCook, Coton/ Arlington/ Waterloo, Hawks/Iowa City/Washington sectors.

(1) The Hawks/Iowa City/Washington sector shall initiate a hand off to the Coton/ Arlington/ Waterloo sector.

(2) The Coton/ Arlington/ Waterloo sector shall accept the handoff prior to the Coton/ Arlington/ Waterloo sector boundary and reinitiate a handoff to the Joliet/McCook sector.

(3) The Hawks/Iowa City/Washington sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(4) If the handoff is not accepted by the Joliet/McCook sector prior to J30, the Hawks/Iowa City/Washington sector shall transfer communications to the Coton/ Arlington/ Waterloo sector.

- (5) Any change to these procedures shall be verbally coordinated.

m. The following Automated Information Transfer (AIT) procedures are applicable for Keeler/Gipper/Lagrange sector(s) on Minneapolis Metropolitan area arrivals traversing the Joliet/McCook sector.

(1) The Keeler/Gipper/Lagrange sector shall initiate a handoff to the Joliet/McCook sector.

(2) The Joliet/McCook sector shall accept the handoff and initiate a handoff to the Badger/Horicon sector.

(3) The Keeler/Gipper/Lagrange sector shall transfer communications to the Badger/Horicon sector after observing the acceptance of the handoff by the Badger/Horicon sector.

(4) The Keeler/Gipper/Lagrange sector shall be responsible for ensuring the handoff is accepted by the Badger/Horicon sector, as appropriate, prior to the Badger/Horicon sector boundary.

(5) Any Point Out to the Pullman/Empire sector shall be the responsibility of the Keeler/Gipper/Lagrange sector as appropriate.

- (6) Any deviation from the above procedures shall be verbally coordinated.

n. Automated Information Transfer (AIT) Procedures for Southeast bound flights on the Newark (EWR) Wind-Route segment between KG78K and KG72M, between the COTON/ARL/ALO, BAE/HOR, and the JOT/McCook sectors.

(1) The Coton/Arlington/Waterloo sector shall initiate a handoff to the Badger/Horicon sector.

(2) The Badger/Horicon sector shall accept the handoff and initiate a handoff to the Joliet/McCook sector.

(3) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(4) The Coton/Arlington/Waterloo sector shall be responsible for insuring the handoff is accepted by the Joliet/McCook sector, as appropriate, prior to the Joliet/McCook sector boundary.

(5) Any deviation from the above procedure shall be verbally coordinated.

o. The following procedures are applicable to the Joliet and Chanute sectors for Milwaukee Metropolitan departures,

(1) The Joliet sector shall ensure that the data block accurately reflects the assigned altitude of the aircraft and acceptance of a handoff by the Chanute sector constitutes approval of altitude information and serves as valid coordination for aircraft that will not be established within the vertical stratum of the Chanute sector prior to crossing the lateral boundary of the Chanute sector. No APREQ for IAFDOF required.

(2) Any deviation from the above procedures shall be verbally coordinated.

p. The following pre-arranged coordination procedures for Chicago Metropolitan Area departures established within the East Departure Climb Corridor; as defined in Appendix A are applicable to the JOT, ELX, and GIJ Sectors.

(1) The GIJ/ELX sectors must activate the East Departure Climb Corridor by verbal coordination with the Joliet sector.

(2) The GIJ/ELX sectors shall assume control from the JOT sector upon receipt of radar handoff and transfer of communications from CRIBB, SWEET, & JOT sectors, from FL240-FL290, provided the aircraft stays within the East Departure Climb Corridor.

(3) The GIJ/ELX sectors are authorized to enter the JOT sector with Chicago Metropolitan Area departures established within the lateral and vertical limits of the East Departure Climb Corridor.

(4) The East Departure Climb Corridor must be deactivated by verbal coordination between the JOT and GIJ/ELX sectors. JOT may deactivate the Climb Corridor at their discretion.

(5) Any deviation from the above procedure shall be verbally coordinated.

q. The following Automated Information Transfer (AIT) procedures are applicable for the JOT, GIJ, and ELX sectors on aircraft traversing the East Departure Climb Corridor from FL240-FL290.

(1) The JOT sector shall initiate a handoff to the GIJ/ELX sector.

(2) The GIJ/ELX sector shall accept the handoff, and initiate a handoff to the appropriate sector.

(3) The JOT sector shall transfer communications to the appropriate sector after observing the acceptance of the handoff.

(5) Any deviation from the above procedure shall be verbally coordinated.

r. PMM/EMP sectors release control for turns to the left to the JOT/MCK sectors on Detroit Metropolitan Area Departures at above FL240 routed southwest bound on the KAYLN SID.

s. Special Use Airspace.

(1) Windy City Two ATCAA operations: Active Air Defense Missions.

(a) Intercept training.

(b) VIP Support

(c) Live fire and flares

(d) Supersonic flight.

(2) Untouchables ATCAA operations:

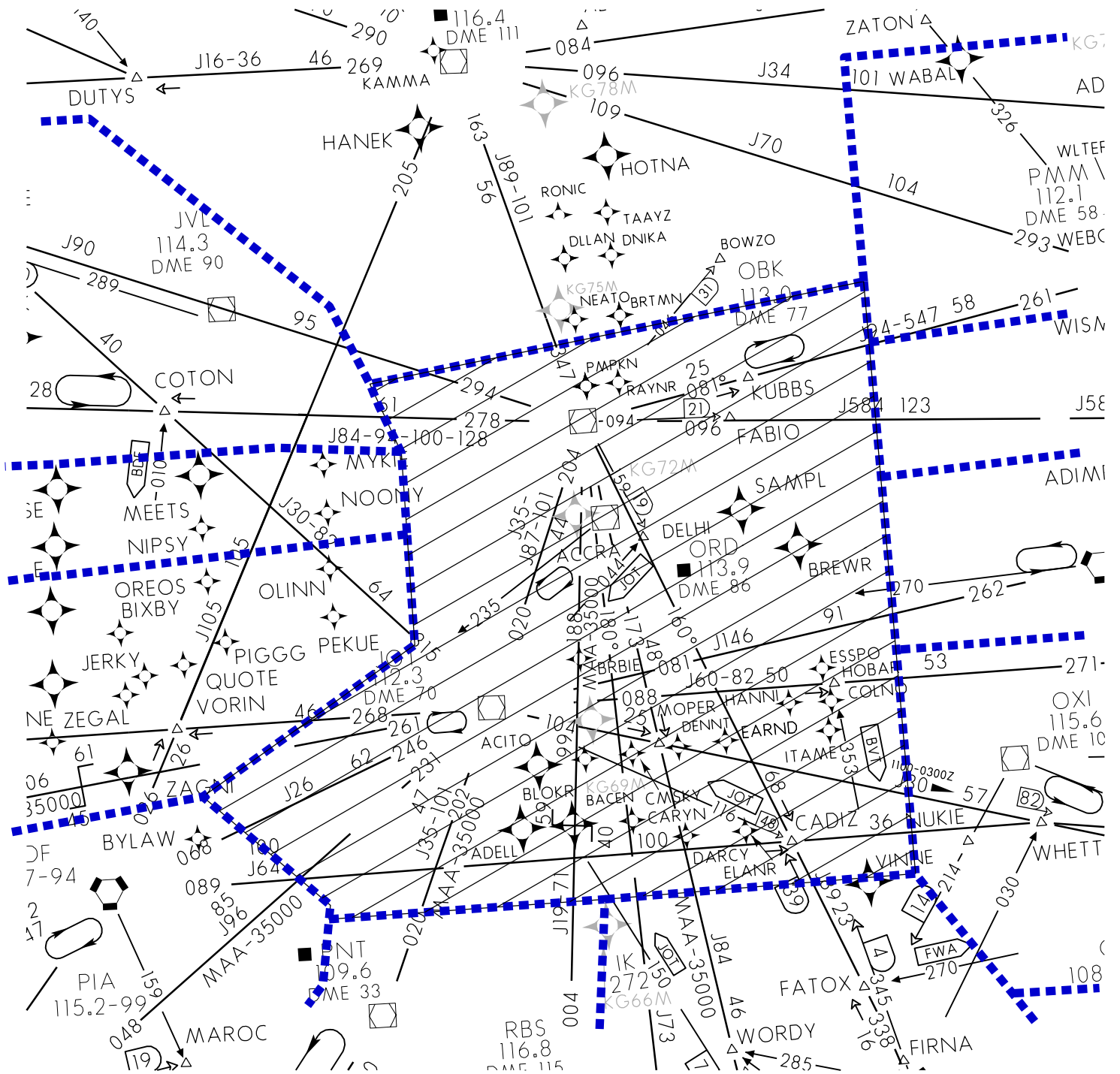
(a) Aerial Refueling.

10-4-5. Flight Data Requirements.

Primary printer location – A104 First Backup – B102
Second Backup – B201

9/13/18

ZAU7110.2V



JOLIET SECTOR - 83

Section 5. McCook - SECTOR #84**10-5-1. Sector Narrative.**

The primary traffic flow for the McCook sector is from west to east. Particular attention is given by the sector to north/south bound traffic in the vicinity of JOT, CGT, and BAE VORTACs. Attention should be given to sequencing McCook sector's traffic with traffic in Joliet and Keeler sectors that land at the same airport. The sector also ensures routes and restrictions specified in the Chicago/Cleveland ARTCC LOA are issued.

10-5-2. Assignment of Airspace.

During the time the McCook sector is non-operational, the airspace delegated to the McCook sector shall become the responsibility of the Joliet sector.

10-5-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 126.275/360.750 (AT8)

Backup Frequency - None

SBUEC SITE

126.725 Peotone, IL (EON)

360.750 Peotone, IL (EON)

Dial Codes - Radar 784
Radar Associate 684
Radar Coordinator 884
Radar Flight Data None
Outside dial - Radar Associate - 80

B Option Lines - None

b. Sector Description:

Altitudes - FL350 - FL999

c. NEXRAD WARP Setting: The altitude filter key setting is 320-600.**10-5-4. Procedures.**

The McCook sector shall:

a. The following Automated Information Transfer (AIT) procedures are applicable for the Horicon sector on aircraft proceeding in the direction of PMM VOR/DME and traversing the McCook sector:

- (1) The Horicon sector shall initiate a handoff to the McCook sector.

(2) The McCook sector shall accept the handoff and initiate a handoff to the Empire sector.

(3) The Horicon sector shall transfer communication to Empire sector after observing the acceptance of the handoff by the Empire sector.

(4) The Horicon sector shall be responsible for insuring the Empire sector accepts the handoff prior to the Empire sector boundary.

(5) Any deviation from the above procedure shall be verbally coordinated.

b. The following Automated Information Transfer (AIT) procedures for aircraft at or above FL240 and which traverse the Roberts sector/climb corridor routed via JOT VORTAC or are CVG arrivals or are Indianapolis Metropolitan Area arrivals are applicable to the Joliet, McCook, Roberts, Boiler, and Chanute sectors.

(1) The Joliet or McCook sector shall initiate a handoff to the Roberts sector. After a handoff of Indianapolis Metropolitan Area or CVG arrivals has been initiated to, or accepted by, the Roberts or Boiler sectors, the Joliet/McCook sector shall not change the altitude line of the data block to an altitude below FL290.

(2) If traffic is not a factor, the Roberts shall accept the handoff and initiate a handoff to the Boiler or Chanute, whichever is applicable. After the Boiler or Chanute accepts the handoff, the Joliet or McCook sector shall transfer communication to the Boiler or Chanute sector, whichever is applicable.

(3) The Joliet/McCook sector shall be responsible for ensuring the handoff is accepted by either the Boiler or Chanute sector, as appropriate, prior to the Boiler/Chanute sector/climb corridor boundary.

(4) If traffic is a factor or if the Roberts sector requests communications, the Roberts sector shall verbally coordinate with the Joliet or McCook sector. The Joliet or McCook sector shall transfer communications to the Roberts sector.

(5) Negative RSVM exception aircraft are disqualified from these procedures.

(6) Any deviation from the above procedure shall be verbally coordinated.

c. J30 Automated Information Transfer (AIT) Procedures between Coton/Arlington/Waterloo, Hawks/Iowa City/Washington and Joliet/McCook sectors for southeast bound flights established on or east of J30:

(1) The Coton/Arlington/Waterloo sector shall initiate a handoff to the Hawks/Iowa City/Washington sector.

(2) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Hawks/Iowa City/Washington sector boundary and then initiate a handoff to the Joliet/McCook sector.

(3) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(4) If the handoff is not accepted by the Joliet/McCook sector prior to the Coton/Arlington/Waterloo/Hawks/Iowa City/Washington sector boundary, the Coton/Arlington/Waterloo sector shall transfer communications to the Hawks/Iowa City/Washington sector.

(5) Any change to these procedures shall be verbally coordinated.

d. The following Automated Information Transfer (AIT) Procedures for southwest bound flights on or south of a line between OBK and IOW VORTACs, which will pass through the Arlington/Waterloo sectors, are applicable to the Joliet/McCook, Arlington/Waterloo and Iowa City/Washington sectors.

(1) The Joliet/McCook sector shall initiate a handoff to the Arlington/Waterloo sector.

(2) The Arlington/Waterloo sector shall accept the handoff prior to the Joliet/McCook sector boundary and reinitiate a handoff to the Iowa City/Washington sector.

(3) The Joliet/McCook sector shall transfer communications to the Iowa City/Washington sector after acceptance of the handoff by the Iowa City/Washington sector.

(4) If the handoff is not accepted by the Iowa City/Washington sector prior to the Joliet/McCook sector boundary, the Joliet/McCook sector shall transfer communications to the Arlington/Waterloo sector.

(5) Any change to these procedures shall be verbally coordinated.

e. The following Automated Information Transfer (AIT) procedures are applicable for Joliet/McCook sector(s) on aircraft proceeding in the direction of OBK VORTAC and traversing Lagrange/Keeler sector:

(1) The Empire/Pullman sector shall initiate a handoff to the Keeler/Lagrange sector.

(2) The Keeler/Lagrange sector shall accept the handoff and initiate a handoff to the Joliet/McCook sector.

(3) The Empire/Pullman sector shall transfer communications to Joliet/McCook sector after observing the acceptance of the handoff by the Joliet/McCook sector.

(4) Any deviation from the above procedures shall be verbally coordinated.

f. The following Automated Information Transfer (AIT) procedures are applicable for Joliet/McCook sector(s) on aircraft proceeding in the direction of PMM VOR/DME and traversing Lagrange/Keeler sector:

(1) The Joliet/McCook sector shall initiate a handoff to the Keeler/Lagrange sector.

(2) The Keeler/Lagrange sector shall accept the handoff and initiate a handoff to the Empire/Pullman sector.

(3) The Joliet/McCook sector shall transfer communications to Empire/Pullman sector after observing the acceptance of the handoff by the Empire/Pullman sector.

(4) Any deviation from the above procedures shall be verbally coordinated.

g. The following Automated Information Transfer (AIT) Procedures between the Coton/ Arlington/ Waterloo, Hawks/ Iowa City/ Washington and Joliet/McCook sectors for northwest bound flights established on or east of J30:

(1) The Joliet/McCook sector shall initiate a handoff to the Hawks/ Iowa City/ Washington sector.

(2) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Hawks/ Iowa City/ Washington sector boundary and then initiate a handoff to the Coton/ Arlington/ Waterloo sector.

(3) Joliet/McCook sector shall transfer communications to the Coton/Arlington/Waterloo sector after acceptance of the handoff by the Coton/Arlington/Waterloo sector.

(4) If the handoff is not accepted by the Coton/Arlington/Waterloo sector prior to the Joliet/McCook/Hawks/Iowa City/Washington sector boundary, the Joliet/McCook sector shall transfer communications to the Hawks/Iowa City/Washington sector.

(5) Any change to these procedures shall be verbally coordinated.

h. The following Automated Information Transfer (AIT) Procedures for northeast bound flights on or south of a line between PLL and OBK VORTACS, which will pass through the Coton/Arlington/Waterloo sectors are applicable to the Joliet/McCook, Coton/Arlington/Waterloo, Hawks/Iowa City/Washington sectors.

(1) The Hawks/Iowa City/Washington sector shall initiate a hand off to the Coton/Arlington/Waterloo sector.

(2) The Coton/Arlington/Waterloo sector shall accept the handoff prior to the Coton/Arlington/Waterloo sector boundary and reinitiate a handoff to the Joliet/McCook sector.

(3) The Hawks/Iowa City/Washington sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(4) If the handoff is not accepted by the Joliet/McCook sector prior to J30, the Hawks/Iowa City/Washington sector shall transfer communications to the Coton/Arlington/Waterloo sector.

(5) Any change to these procedures shall be verbally coordinated.

i. The following Automated Information Transfer (AIT) procedures are applicable for Keeler/Gipper/Lagrange sector(s) on Minneapolis Metropolitan area arrivals traversing the Joliet/McCook sector.

(1) The Keeler/Gipper/Lagrange sector shall initiate a handoff to the Joliet/McCook sector.

(2) The Joliet/McCook sector shall accept the handoff and initiate a handoff to the Badger/Horicon sector.

(3) The Keeler/Gipper/Lagrange sector shall transfer communications to the Badger/Horicon sector after observing the acceptance of the handoff by the Badger/Horicon sector.

(4) The Keeler/Gipper/Lagrange sector shall be responsible for ensuring the handoff is accepted by the Badger/Horicon sector, as appropriate, prior to the Badger/Horicon sector boundary.

(5) Any Point Out to the Pullman/Empire sector shall be the responsibility of the Keeler/Gipper/Lagrange sector as appropriate.

(6) Any deviation from the above procedures shall be verbally coordinated.

j. Automated Information Transfer (AIT) Procedures for Southeast bound flight on the Newark (EWR) Wind-Route segment between KG78K and KG72M, between the COTON/ARL/ALO, BAE/HOR, and JOT/McCook sectors.

(1) The Coton/Arlington/Waterloo sector shall initiate a handoff to the Badger/Horicon Sector.

(2) The Badger/Horicon sector shall accept the handoff and initiate a handoff to the Joliet/McCook sector.

(3) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(4) The Coton/Arlington/Waterloo sector shall be responsible for insuring the handoff is accepted by the Joliet/McCook sector, as appropriate, prior to the Joliet/McCook sector boundary.

(5) Any deviation from the above procedure shall be verbally coordinated.

k. PMM/EMP sectors release control for turns to the left to the JOT/MCK sectors on Detroit Metropolitan Area Departures at above FL240 routed southwest bound on the KAYLN SID.

10-5-5. Flight Data Requirements.

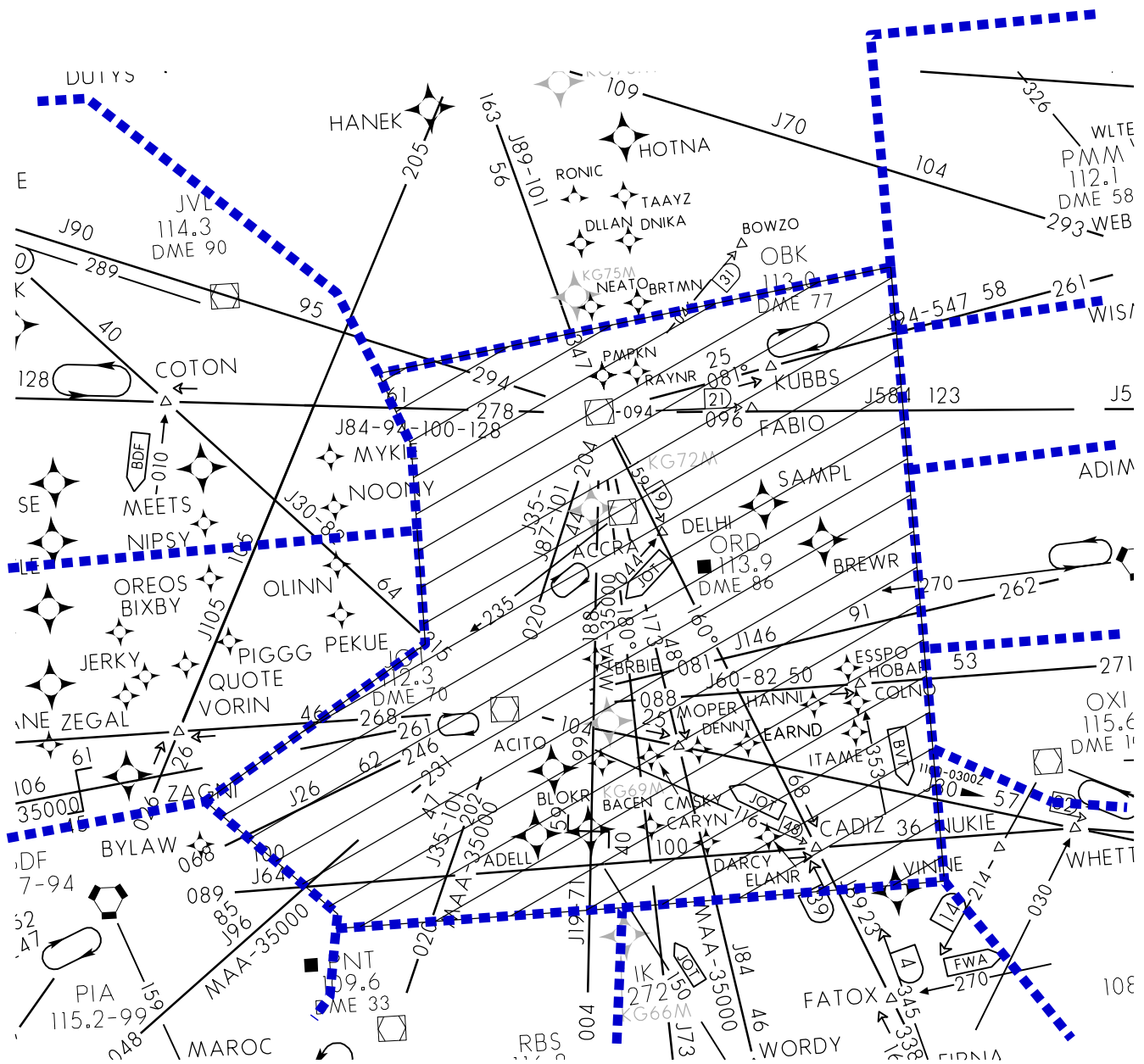
Primary printer location – C306

First Backup – C308

Second Backup – D40

9/13/18

ZAU7110.2V



MCCOOK SECTOR - 84

Section 6. LAGRANGE - SECTOR #85**10-6-1. Sector Narrative.**

The primary traffic flow for the LaGrange sector is from west to east. Attention should be given to sequencing LaGrange sector's traffic with traffic in the Gipper and Keeler sectors that land at the same airport. The sector also ensures routes and restrictions specified in the Chicago/Cleveland ARTCC LOA are issued.

10-6-2. Assignment of Airspace.

During the time the LaGrange sector is non-operational, the airspace delegated to the LaGrange sector, overlying the Gipper sector, shall become the responsibility of the Gipper sector and overlying the Keeler sector, shall become the responsibility of the Keeler sector

10-6-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 120.225/269.350 (QJH) During the time the LaGrange sector is non-operational, the frequency shall be monitored by the Gipper sector.

SBUEC SITE

120.225	LaGrange, IN (QTZ)
269.350	LaGrange, IN (QTZ)

Dial Codes - Radar 785
Radar Associate 685
Radar Coordinator 885
Radar Flight Data None
Outside dial - Radar Associate - 96

B Option Lines - None

b. Sector Description:

Altitudes - FL340 - FL999

c. NEXRAD WARP Setting: The altitude filter key setting is 320-600.

10-6-4. Procedures.

The LaGrange sector shall:

a. Assume control from Empire sector for turns to the left on Detroit Metropolitan Area departures, at or above FL340, routed southwest bound after PMM VOR/DME.

b. Release control for right turns, to the Fort Wayne/Burbn sectors, on Chicago Metropolitan Area departures filed to the southeast. Non-RNAV equipped aircraft shall be on a heading towards SEWTO intersection.

c. Assume control for right turns from the Fort Wayne/Burbn sectors on MSP arrivals that departed from PIT and CLE.

d. The following Automated Information Transfer (AIT) procedures are applicable for Lagrange/Keeler sector(s) on aircraft proceeding in the direction of OBK VORTAC and traversing Lagrange/Keeler sector:

(1) The Empire/Pullman sector shall initiate a handoff to the Keeler/Lagrange sector.

(2) The Keeler/Lagrange sector shall accept the handoff and initiate a handoff to the Joliet/McCook sector.

(3) The Empire/Pullman sector shall transfer communications to Joliet/McCook sector after observing the acceptance of the handoff by the Joliet/McCook sector.

(4) Any deviation from the above procedures shall be verbally coordinated.

e. The following Automated Information Transfer (AIT) procedures are applicable for Lagrange/Keeler sector(s) on aircraft proceeding in the direction of PMM VOR/DME and traversing Lagrange/Keeler sector:

(1) The Joliet/McCook sector shall initiate a handoff to the Keeler/Lagrange sector.

(2) The Keeler/Lagrange sector shall accept the handoff and initiate a handoff to the Empire/Pullman sector.

(3) The Joliet/McCook sector shall transfer communications to Empire/Pullman sector after observing the acceptance of the handoff by the Empire/Pullman sector.

(4) Any deviation from the above procedures shall be verbally coordinated.

f. The following Automated Information Transfer (AIT) procedures are applicable for Keeler/Gipper/Lagrange sector(s) on Minneapolis Metropolitan area arrivals traversing the Joliet/McCook sector.

(1) The Keeler/Gipper/Lagrange sector shall initiate a handoff to the Joliet/McCook sector.

(2) The Joliet/McCook sector shall accept the handoff and initiate a handoff to the Badger/Horicon sector.

(3) The Keeler/Gipper/Lagrange sector shall transfer communications to the Badger/Horicon sector after observing the acceptance of the handoff by the Badger/Horicon sector.

(4) the Keeler/Gipper/Lagrange sector shall be responsible for ensuring the handoff is accepted by the Badger/Horicon sector, as appropriate, prior to the Badger/Horicon sector boundary.

(5) Any Point Out to the Pullman/Empire sector shall be the responsibility of the Keeler/Gipper/Lagrange sector as appropriate.

(6) Any deviation from the above procedures shall be verbally coordinated.

10-6-5. Flight Data Requirements.

Primary Printer location – A106

First Backup – B206

Second Backup – A108

ZAU7110.2V



Section 7. KEELER - SECTOR #88**10-7-1. Sector Narrative.**

The primary traffic flow within the Keeler sector is from west to east. The sector is a high altitude continuation of the Chicago Metropolitan East Departure Corridor. The sector's primary responsibility is to merge the Chicago Metropolitan Area departures with overflight traffic, so that requirements specified in the Chicago/Cleveland ARTCC Letter of Agreement are met.

10-7-2. Assignment of Airspace.

During the time the Keeler sector is non-operational, the airspace delegated to the Keeler sector shall become the responsibility of the Gipper sector.

10-7-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency - 127.625/273.60 (QJH)

SBUEC SITE

127.625 AZO

273.60 AZO

Dial Codes - Radar 788
Radar Associate 688
Radar Coordinator 888
Radar Flight Data none
Outside dial – Radar Associate - 61

B Option Lines - None

b. Sector Description:

Altitudes - FL240 - FL999*

*Excluding airspace FL340 through FL999 when the LaGrange sector is operational.

c. NEXRAD WARP Setting: The altitude filter key setting is 220-600.

10-7-4. Procedures.

The Keeler sector shall:

a. Ensure Chicago Metropolitan Area departures, requesting FL240 or above are climbed on contact unless otherwise coordinated with the Sweet sector. Kelog sector shall be responsible for pointing out aircraft that will not cross the ZAU/ZOB boundary at or above FL240, to the appropriate ZOB low altitude sector(s).

b. May assume control from Pullman and Empire sectors for turns to the south, on Detroit Metropolitan Area departures, at or above FL240, routed southwest bound after PMM VOR/DME.

c. The Sweet/Cribb sector may change fourth line speed and heading data on aircraft handed off to the Keeler/Gipper sector at any point after the initiation of a handoff and prior to communications transfer to Keeler/Gipper. At communications transfer, the data block shall accurately reflect what the aircraft is assigned to do.

d. The following pre-arranged coordination procedures for the climbing of Chicago Metropolitan Area departures, requesting FL240 and above, established within the East Departure Corridor (depicted in Chapter 12, Appendix A) are applicable for the Sweet, Kelog and Cribb sectors:

(1) Kelog sector shall point out to the Sweet/Cribb sector, all aircraft on or west of a north/south line 5 miles east of the AZO VOR, from FL200 through FL230.

(2) Sweet/Cribb sector shall ensure Chicago Metropolitan Area departures, requesting FL240 or above, cross the Kelog sector boundary at or above FL200, and cross a north/south line through AZO VOR at or above FL240. Kelog sector shall be responsible for pointing out aircraft that will not cross the ZAU/ZOB boundary at or above FL240, to the appropriate low altitude ZOB sector(s).

(3) Gipper/Keeler sector may assume control from the Sweet/Cribb/Kelog sector for turns up to 30° on Chicago Metropolitan area departures, AOA FL210, provided the aircraft underlie the appropriate high altitude sector (Gipper/Keeler) and remain at least 2.5nm from the Gipper/Keeler common boundary.

(4) Any deviation from the above procedures shall be verbally coordinated.

e. The following Automated Information Transfer (AIT) procedures are applicable for Lagrange/Keeler sector(s) on aircraft proceeding in the direction of OBK VORTAC and traversing Lagrange/Keeler sector:

(1) The Empire/Pullman sector shall initiate a handoff to the Keeler/Lagrange sector.

(2) The Keeler/Lagrange sector shall accept the handoff and initiate a handoff to the Joliet/McCook sector.

(3) The Empire/Pullman sector shall transfer communications to Joliet/McCook sector after observing the acceptance of the handoff by the Joliet/McCook sector.

(4) Any deviation from the above procedures shall be verbally coordinated.

f. The following Automated Information Transfer (AIT) procedures are applicable for Lagrange/Keeler sector(s) on aircraft proceeding in the direction of PMM VOR/DME and traversing Lagrange/Keeler sector:

(1) The Joliet/McCook sector shall initiate a handoff to the Keeler/Lagrange sector.

(2) The Keeler/Lagrange sector shall accept the handoff and initiate a handoff to the Empire/Pullman sector.

(3) The Joliet/McCook sector shall transfer communications to Empire/Pullman sector after observing the acceptance of the handoff by the Empire/Pullman sector.

(4) Any deviation from the above procedures shall be verbally coordinated.

g. The following Automated Information Transfer (AIT) procedures are applicable for Keeler/Gipper/Lagrange sector(s) on Minneapolis Metropolitan area arrivals traversing the Joliet/McCook sector.

(1) The Keeler/Gipper/Lagrange sector shall initiate a handoff to the Joliet/McCook sector.

(2) The Joliet/McCook sector shall accept the handoff and initiate a handoff to the Badger/Horicon sector.

(3) The Keeler/Gipper/Lagrange sector shall transfer communications to the Badger/Horicon sector after observing the acceptance of the handoff by the Badger/Horicon sector.

(4) the Keeler/Gipper/Lagrange sector shall be responsible for ensuring the handoff is accepted by the Badger/Horicon sector, as appropriate, prior to the Badger/Horicon sector boundary.

(5) Any Point Out to the Pullman/Empire sector shall be the responsibility of the Keeler/Gipper/Lagrange sector as appropriate.

(6) Any deviation from the above procedures shall be verbally coordinated.

h. The following pre-arranged coordination procedures for Chicago Metropolitan Area departures established within the East Departure Climb Corridor; as defined in Appendix A are applicable to the JOT, ELX, and GIJ Sectors.

(1) The GIJ/ELX sectors must activate the East Departure Climb Corridor by verbal coordination with the Joliet sector.

(2) The GIJ/ELX sectors shall assume control from the JOT sector upon receipt of radar handoff and transfer of communications from CRIBB, SWEET, & JOT sectors, from FL240-FL290, provided the aircraft stays within the East Departure Climb Corridor.

(3) The GIJ/ELX sectors are authorized to enter the JOT sector with Chicago Metropolitan Area departures established within the lateral and vertical limits of the East Departure Climb Corridor.

(4) The East Departure Climb Corridor must be deactivated by verbal coordination between the JOT and GIJ/ELX sectors. JOT may deactivate the Climb Corridor at their discretion.

(5) Any deviation from the above procedure shall be verbally coordinated.

i. The following Automated Information Transfer (AIT) procedures are applicable for the JOT, GIJ, and ELX sectors on aircraft traversing the East Departure Climb Corridor from FL240-FL290.

- (1) The JOT sector shall initiate a handoff to the GIJ/ELX sector.
- (2) The GIJ/ELX sector shall accept the handoff, and initiate a handoff to the appropriate sector.
- (3) The JOT sector shall transfer communications to the appropriate sector after observing the acceptance of the handoff.
- (4) Any deviation from the above procedure shall be verbally coordinated.

j. Special Use Airspace.

(1) Windy City Two ATCAA operations:

- (a) Active Air Defense Missions.
- (b) Intercept training.
- (c) VIP Support
- (d) Live fire and flares.
- (e) Supersonic flight.

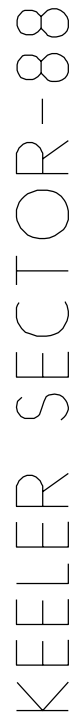
(2) Untouchables ATCAA operations:

- (a) Aerial Refueling.

10-7-5. Flight Data Requirements.

Primary printer location – B208
First Backup – A106
Second Backup – B206

ZAU7110.2V



Section 8. GIPPER- SECTOR # 89**10-8-1. Sector Narrative.**

The primary traffic flow within the Gipper sector is from west to east. The sector is a high altitude continuation of the Chicago Metropolitan East Departure Corridor. The sector's primary responsibility is to merge the Chicago Metropolitan Area departures with over flight traffic, so that requirements specified in the Chicago/Cleveland ARTCC Letter of Agreement are met.

10-8-2. Assignment of Airspace.

During the time the Gipper sector is non-operational, the airspace delegated to the Gipper sector shall become the responsibility of the Cribb sector.

10-8-3. Sector Information.**a. Frequency and Dial Codes:**

Frequency – 126.475/353.625 (QJH) During the time the LaGrange sector is non-operational, the LaGrange frequency (120.225/269.350) shall be monitored by the Gipper sector.

SBUEC SITE

126.475	LaGrange, IN (QTZ)
353.625	LaGrange, IN (QTZ)

Dial Codes - Radar 789
Radar Associate 689
Radar Coordinator 889
Radar Flight Data None
Outside dial – Radar Associate - 81

b. Sector Description:

Altitudes - FL240 - FL999*

*Excluding airspace FL340 through FL999 when the LaGrange sector is operational.

c. NEXRAD WARP Setting: The altitude filter key setting is 220-600.**10-8-4. Procedures.**

The Gipper sector shall:

a. Ensure Chicago Metropolitan Area departures, requesting FL240 or above are climbed on contact unless otherwise coordinated with the Cribb sector. Kelog sector shall be responsible for pointing out aircraft that will not cross the ZAU/ZOB boundary at or above FL240, to the appropriate ZOB low altitude sector(s).

b. Release control for right turns, to the Fort Wayne/Burbn sector, on Chicago Metropolitan Area departures filed to the southeast, upon completion of a radar handoff and communications transfer. Non-RNAV equipped aircraft shall be on a heading towards SEWTO intersection.

c. The Cribb sector may change fourth line speed and heading data on aircraft handed off to the Gipper sector at any point after the initiation of a handoff and prior to communications transfer to Gipper. At communications transfer, the data block shall accurately reflect what the aircraft is assigned to do.

d. Assume control for right turns from the Fort Wayne/Burbn sectors on MSP arrivals that departed from PIT and CLE.

e. The following pre-arranged coordination procedures for the climbing of Chicago Metropolitan Area departures, requesting FL240 and above, established within the East Departure Corridor (depicted in Chapter 12, Appendix A) are applicable for the Sweet, Kelog and Cribb sectors:

(1) Kelog sector shall point out to the Sweet/Cribb sector, all aircraft on or west of a north/south line 5 miles east of the AZO VOR, from FL200 through FL230.

(2) Sweet/Cribb sector shall ensure Chicago Metropolitan Area departures, requesting FL240 or above, cross the Kelog sector boundary at or above FL200, and cross a north/south line through AZO VOR at or above FL240. Kelog sector shall be responsible for pointing out aircraft that will not cross the ZAU/ZOB boundary at or above FL240, to the appropriate low altitude ZOB sector(s).

(3) Gipper/Keeler sector may assume control from the Sweet/Cribb/Kelog sector for turns up to 30° on Chicago Metropolitan area departures, AOA FL210, provided the aircraft underlie the appropriate high altitude sector(Gipper/Keeler) and remain at least 2.5 nm from the Gipper/Keeler common boundary.

(4) Any deviation from the above procedures shall be verbally coordinated.

f. The following Automated Information Transfer (AIT) procedures are applicable for Keeler/Gipper/Lagrange sector(s) on Minneapolis Metropolitan area arrivals traversing the Joliet/McCook sector.

(1) The Keeler/Gipper/Lagrange sector shall initiate a handoff to the Joliet/McCook sector.

(2) The Joliet/McCook sector shall accept the handoff and initiate a handoff to the Badger/Horicon sector.

(3) The Keeler/Gipper/Lagrange sector shall transfer communications to the Badger/Horicon sector after observing the acceptance of the handoff by the Badger/Horicon sector.

(4) the Keeler/Gipper/Lagrange sector shall be responsible for ensuring the handoff is accepted by the Badger/Horicon sector, as appropriate, prior to the Badger/Horicon sector boundary.

(5) Any Point Out to the Pullman/Empire sector shall be the responsibility of the Keeler/Gipper/Lagrange sector as appropriate.

(6) Any deviation from the above procedures shall be verbally coordinated.

g. The following pre-arranged coordination procedures for Chicago Metropolitan Area departures established within the East Departure Climb Corridor; as defined in Appendix A are applicable to the JOT, ELX, and GIJ Sectors.

(1) The GIJ/ELX sectors must activate the East Departure Climb Corridor by verbal coordination with the Joliet sector.

(2) The GIJ/ELX sectors shall assume control from the JOT sector upon receipt of radar handoff and transfer of communications from CRIBB, SWEET, & JOT sectors, from FL240-FL290, provided the aircraft stays within the East Departure Climb Corridor.

(3) The GIJ/ELX sectors are authorized to enter the JOT sector with Chicago Metropolitan Area departures established within the lateral and vertical limits of the East Departure Climb Corridor.

(4) The East Departure Climb Corridor must be deactivated by verbal coordination between the JOT and GIJ/ELX sectors. JOT may deactivate the Climb Corridor at their discretion.

(5) Any deviation from the above procedure shall be verbally coordinated.

h. The following Automated Information Transfer (AIT) procedures are applicable for the JOT, GIJ, and ELX sectors on aircraft traversing the East Departure Climb Corridor from FL240-FL290.

(1) The JOT sector shall initiate a handoff to the GIJ/ELX sector.

(2) The GIJ/ELX sector shall accept the handoff, and initiate a handoff to the appropriate sector.

(3) The JOT sector shall transfer communications to the appropriate sector after observing the acceptance of the handoff.

(4) Any deviation from the above procedure shall be verbally coordinated.

i. Special Use Airspace.

(1) Windy City Two ATCAA operations:

- (a) Active Air Defense Missions
- (b) Intercept training.
- (c) VIP Support
- (d) Live fire and flares.
- (e) Supersonic flight.

(2) Untouchables ATCAA operations:

- (a) Aerial Refueling.

10-8-5. Flight Data Requirements.

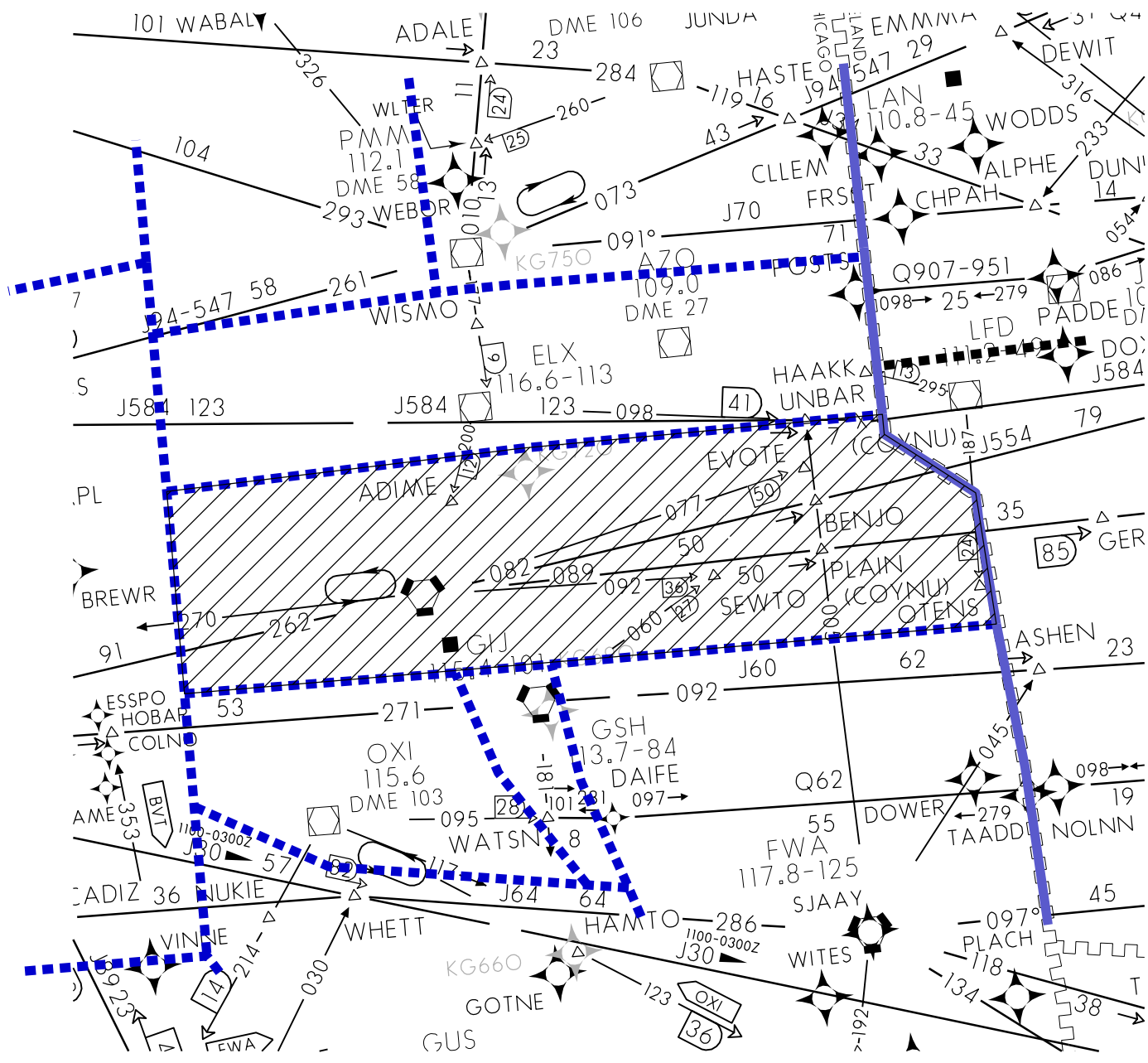
Primary Printer location – B206

First Backup – B208

Second Backup – A106

ZAU7110.2V

9/13/18



GIPPER SECTOR-89

Num	Arrival Point	Departur e Point	Qualifier	Aircraft Type	Altitude Restrictions	Route Restrictions	Special	AIT
1	CVG		Sector 71,75,76, 92, 94, 95 to East Area	All	AOB FL330	JOT.SHB STAR.CVG OR JOT.CEGRM STAR.CVG	Sectors 92, 94, 95 release control for right turns to Sector 83 east of N/S line thru BDF VORTAC.	Sector 71, 75, 76 thru Sector 92, 94,95 to Sector 83
2			Sectors 83,84 to Sector 46		AOB FL290 After initiating a handoff the altitude in data block cannot be changed	JOT.SHB STAR.CVG OR JOT.CEGRM STAR.CVG DELHI.CEGRM STAR.CVG or OBK.SHB STAR.CVG	Sector 83 releases control for 30 degree turns and lower south of J60 to Sector 46. Sector 83 may clear direct BVT.	Sector 83, 84 thru Sector 45 to Sector 46
3	MKE Metro Area and UGN		Sector 52 to Sector 83	All	AOB FL330 descending to FL310	LEEDN.GOPAC STAR	Sector 52 releases control for turns up to 30 degrees to on aircraft east of a north/south line through BDF VOR.	
4			Sectors 45 & 46 to Sector 83		AOB FL330		Sector 45 releases control to Sector 83 for left turns up to 30° and release control to Sector 83 for descent on or west of J101.	
5			Sector 83 to Sector 77		Cross LEEDN at FL240			
6	MKE Metro Area, PWK and UGN		Sectors 46 & 47 to Sector 83	All	AOB FL330 IAFDOF INCL	VINNE..BRAVE..EXAR (PWK - VINNE..BRAVE..EXAR..OBK)	Sector 47 releases control for descent to Sector 83, FL310 or FL330 (IAFDOF) need not be coordinated with	
7			Sector 83 to Sector 81		60NM south of BRAVE at FL240			
8			Sector 82 to Sector 26		25NM south of BRAVE AOB FL190 descending to 16,000		Sector 82 releases control for 20 degree turns 25 NM south of BRAVE	
9	MKE		Sector 83 to Sector 77	Non-RNAV	Cross JOT @ FL240	JOT..MSN..BAE		
10			Sector 85,88 to Sector 23,25			GETCH..LYSTR..SUD DS		
11	UGN		Sector 83 to Sector 77	Non-RNAV	Cross JOT @ FL240	JOT..MSN..BAE		
12	UGN, RAC, ENW		Sector 34,36 to Sector 89	All	AOB FL320	SMUUV..ZEMEL..EXAR R		
13			Sector 88 to Sector 25		AOB280			
14	C90 North Sats Sector 3		Sector 34,36 to Sector 89	All	AOB FL320	SMUUV..FIYER..OBK		
15			Sector 88 to Sector 25		West of N/S thru AZO VOR AOB FL260 descend to FL240 East of N/S line thru AZO VOR AOB FL280 descend to FL240			
16		Sector 80 to South Bend Approach	All		Cross Sector 81,82,80 boundary at 11,000			

East Area Restriction Chart

ZAU 7110.2V

Num	Arrival Point	Departure Point	Qualifier	Aircraft Type	Altitude Restrictions	Route Restrictions	Special	AIT
17	RFD		Sector 83 to Sector 51	All	35 E QUOTE or Cross 10 W JOT at FL240	JOT.QUOTE.. or JOT.290R RV QUOTE..		
18	DAY Area	Chicago Metro Area	Sector 81 to Sector 37	All	AOB FL230	SEWTO.FWA.ROD..	Sector 80,81 releases control for right	Sector 81 thru Sector 80 to Sector 37
19			Sector 83 to Sector 34, 36		AOB FL330	FWA.ROD..		
20			Sector 89 to Sector 34, 36		AOB FL290			
21	CMH Area	Chicago Metro Area	Sector 89 to Sector 36	All	AOB FL290	FWA.GUNNE STAR	Release control for right turns on Chicago Metro Area	
22			Sector 85, 89 to Sector 34, 36		AOB FL330			
23	TOL Area		Sector 83 to Sector 34, 89	All	AOB FL330			
24	IND Metro Area		Sector 71, 75, 76 to East Area	All	AOB FL330			Sector 71, 75, 76 thru Sector 92, 94, 95 to Sector 83
			Sector 83, 84 to Sector 46	Non-RNAV	AOB FL290 after initiating a handoff the altitude in data block cannot be changed	JOT.JOT147.WORDY.VHP311.JAKKS.VHP..direct	Sector 83 releases control for 30 degree turns and lower south of J60 to Sector 46. Sector 83 may clear direct BVT.	Sector 83, 84 thru Sector 45 to Sector 46
				RNAV		BRBIE.JAKKS STAR or DELHIJAKKS STAR		
25	DTW Metro/Sat		Sector 83 to Sector 88, 89	All	AOB FL330	SAMPL VCTRZ HAYLL STAR or HOSSA PETTE STAR	Sector 83 releases control for 30° turns and descent	
26			Sector 88, 89 to Sector 80, 81		FL350		Sector 88, 89 releases control for	
27			Sector 83 to Sectors 34	All	AOB FL330	SWAYD HANBL/LECTR STAR		
28			Sector 83 to Sector 23	All	FL350	WEBOR RRALF STAR		
28	GRR, LAN, MKG,	Chicago Metro Area	Sector 82 to Sector 22, 25	All			Sector 80, 82 releases control for turns to Sector 22, 25 and descent	Sector 82 thru Sector 80 to Sector 22, 25
29	MBS Apch	Other than Chicago Metro	GRR arrivals from Sector 80 overflying AZO Apch Control		Pilots Discretion descent to 11,000			Sector 80 thru Sector 22 to AZO Apch
30	GRR, MKG, FFX		Sector 34/36 to Sector 89	All	FL260		Sector 36 releases control for descent north of J60.	
31	AZO Apch	Chicago Metro Area	Sector 82 to AZO Apch	All	Pilot's discretion descent to 11,000			Sector 82 thru Sector 80 to AZO Apch
32	All	All	Sector 91 to Sector 84	All	AOA FL350		Assume control for 30 degree turns east of a N/S line thru BDF VORTAC.	
33			Sector 52 to Sector 83		FL330			
34	C90 Sector 4			props	AOB FL 160	GSH STAR	East Area releases control for descent and left turns and/or right turns no further than MEGGZ. ZAU internals may be issued direct GSH.	
35	GY, 05C, IGQ, 3HO		Sector 80 to Sector 37	Jets	AOB FL 220			
36	MDW			All	AOB FL 220	GSH STAR or PANGG STAR	East Area releases control for descent and left turns and/or right turns no further than MEGGZ. ZAU internals may be issued direct PANGG or GSH.	
37			Sector 80 to Sector 37					

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East Area Restriction Chart

ZAU 7110.2V

Num	Arrival Point	Departur e Point	Qualifier	Aircraft Type	Altitude Restrictions	Route Restrictions	Special	AIT
38	All	Chicago Metro Area	Routes that are filed south of J146 and V6	All		GIJ VORTAC or ADIME then GIJ092036 DME Fix then flight plan		
39	MSP Metro Area		Sector 83, 84 to Sector 60, 61	All		No directs past BAE VORTAC or KAMMA WP	Release control for left turns up to ROBBY north of an E/W line thru OBK	
40	SDF		Sector 84 to Sector 45, 47	All		AOB FL370		
41	All	All	Sector 85 to Bluffton sector (ZOB)	All	Below FL360	Sector 85 shall point out to the Bluffton/Lorraine sector any Chicago Metropolitan Area departure aircraft, with routing into the Marblehead sector, requesting FL360 and above, that will not cross the ZAU/ZOB boundary at or above FL360.		
42	All	All	Sector 80 to Litchfield, Jackson sector (ZOB)	All	Below FL240	Kelog sector shall be responsible for pointing out aircraft that will not cross the ZAU/ZOB boundary at or above FL240, to the appropriate ZOB low altitude sector(s).		
43	RFD		Sector 25 to Sector 83	All	AOB FL300	OBK.V100. RFD..DRCT	Sector 25 and 88 release control for descent to Sector 83.	
			Sector 83 to Sector 62		15NM East of OBK @ FL240			
44	ARR DPA				All	15NM East of OBK @ FL240		
45		MKE	Eastbound after SAMPL Sector 62			May be cleared direct SAMPL.	Assume control for left and right turns up to a 180 degree heading.	Sector 62 thru Sector 81, 82 to Sector 83

EA-3

ADD	MLI		From Sector 83 to Sector 77	All	100NM East of MLI @ FL240			
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Chapter 11. WEST AREA

Section 1. LOWLI - SECTOR #90

11-1-1. Sector Narrative.

The Lowli high altitude sector's main traffic flow is Chicago Metropolitan Area departures, MDW arrivals, and overflight traffic. Special attention must be given to the north/south overflight traffic within the sector.

11-1-2. Assignment of Airspace.

During the hours that the Lowli sector is non-operational, the airspace delegated to the Lowli sector shall become the responsibility of the Hawks sector.

11-1-3. Sector Information.

a. Frequency and Dial Codes:

Frequency: 128.525/319.200 (AWG)

SBUEC SITE

128.525 Iowa City, IA (IOW)

319.200 Iowa City, IA (IOW)

Dial Codes:	Radar	790
	Radar Associate	690
	Radar Coordinator	890
	Radar Flight Data	290
	Outside dial:	Radar Associate 48

b. NEXRAD WARP Settings:

The altitude filter key setting is FL220 - 600

c. Sector Description:

Altitudes: FL240 – 320

Approach Controls: None

11-1-4. Procedures.

The Lowli sector shall:

a. The Lowli sector must not issue a descend via clearance that would allow an aircraft to descend into another sectors airspace without prior approval.

b. The following Automated Information Transfer procedure is applicable for Chicago Metropolitan Area Satellite arrivals routed via the KAMBL waypoint **or** BDF VORTAC between the Lowli, Bradford, and Burlington sectors:

(1) The Lowli sector shall issue a restriction to cross the KAMBL waypoint **or** 50 miles west of BDF VORTAC at FL240 and enter this altitude in the data block.

(2) The Lowli sector shall initiate a handoff to the Bradford sector.

(3) The Bradford sector shall accept the handoff prior to the Hawks/Bradford sector boundary and then initiate a handoff to the Burlington sector.

(4) The Lowli sector shall transfer communications to the Burlington sector after acceptance of the handoff by the Burlington sector.

(5) If the handoff is not accepted by the Burlington sector prior to the Hawks/Bradford sector boundary, the Lowli sector shall transfer communications to the Bradford sector.

(6) Any deviation from the above procedures shall be verbally coordinated.

11-1-5. Flight Data Requirements.

Primary printer location: E515

First Backup: E512

Second Backup: E518

Section 2. HANNA CITY (HNC) - SECTOR #91

11-2-1. Sector Narrative.

The Hanna City super high altitude sector's main traffic flow is Chicago Metropolitan Area arrivals and overflight traffic.

11-2-2. Assignment of Airspace.

During the hours that the Hanna City sector is non-operational, the airspace delegated to the Hanna City sector shall become the responsibility of the Washington sector.

11-2-3. Sector Information.

a. Frequency and Dial Codes:

Frequency: 134.325/236.775 (AWG)

BUEC SITE

134.325 Iowa City, IA (IOW)

236.775 Iowa City, IA (IOW)

Dial Codes:	Radar	791
	Radar Associate	691
	Radar Coordinator	891
	Radar Flight Data	291
Outside dial:	Radar Associate	90
	Radar Flight Data	91

b. NEXRAD WARP Settings:

The altitude filter key setting is FL320 - 600

c. Sector Description:

Altitudes: FL340 – 999 overlying the Bradford sector.

Approach Controls: None

11-2-4. Procedures.

The Hanna City sector shall:

- a. The Hanna City sector must not issue a descend via clearance that would allow an aircraft to descend into another sectors airspace without prior approval.
- b. Initiate a handoff on all traffic entering the Joliet/McCook sector prior to crossing a north/south line through BDF VORTAC.
- c. Release control for turns up to 30 degrees, to the Joliet/McCook sector on aircraft east of a north/south line through the BDF VORTAC, at or above FL350.
- d. Descend Chicago Metropolitan Area arrivals in a timely manner and initiate a handoff to the Bradford sector so as to allow the Bradford sector to meet its crossing restrictions.

11-2-5. Flight Data Requirements.

Primary printer location: F616
First Backup: F613
Second Backup: E518

Section 3. HAWKS - SECTOR #92

11-3-1. Sector Narrative.

The Hawks high altitude sector's main traffic flow is Chicago Metropolitan Area departures and overflight traffic.

11-3-2. Assignment of Airspace.

During the times Hawks sector is non-operational, the airspace delegated to Hawks sector shall become the responsibility of the Lowli sector.

11-3-3. Sector Information.

a. Frequency and Dial Codes:

Frequency : 124.725/279.650 (RFD)

SBUEC SITE

124.725	Polo, IL (PLL)
279.65	Polo, IL (PLL)

Dial Codes:	Radar	792
	Radar Associate	692
	Radar Coordinator	892
	Radar Flight Data	292
	Outside dial:	Radar Associate 79

b. NEXRAD WARP Settings:

The altitude filter key setting is FL220 - 600

c. Sector Description:

Altitudes: FL240 – 320

Approach Controls: None

11-3-4. Procedures.

The Hawks sector shall:

a. The Hawks sector must not issue a descend via clearance that would allow an aircraft to descend into another sectors airspace without prior approval.

b. Data block Fourth Line Procedures:

When using the fourth line of the data block, the Malta sector shall assign aircraft clearance on the proper departure tracks (RNAV Departures) or a heading that establishes the aircraft in the Hawks sector with constant or increasing separation (C90 North Satellite and Non RNAV Departures). The Malta sector may change heading or speed values entered in the fourth line of the data block on aircraft handed off to the Hawks sector at any point after the initiation of the handoff and prior to communications transfer to Hawks sector.

c. The following Automated Information Transfer procedure is applicable for southeast bound flights established on or east of J30, between the Coton/Arlington/Waterloo, Hawks/Iowa City/Washington, and Joliet/McCook sectors:

(1) The Coton/Arlington/Waterloo sector shall initiate a handoff to the Hawks/Iowa City/Washington sector.

(2) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Coton/Arlington/Waterloo/Hawks/Iowa City/Washington sector boundary and then initiate a handoff to the Joliet/McCook sector.

(3) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(4) If the handoff is not accepted by the Joliet/McCook sector prior to the Coton/Arlington/Waterloo/Hawks/Iowa City/Washington sector boundary, the Coton/Arlington/Waterloo sector shall transfer communications to the Hawks/Iowa City/Washington sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

d. The following Automated Information Transfer procedure is applicable for northwest bound flights established on or east of J30, between the Joliet/McCook, Hawks/Iowa City/Washington, and Coton/Arlington/Waterloo sectors:

(1) The Joliet/McCook sector shall initiate a handoff to the Hawks/Iowa City/Washington sector.

(2) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Joliet/McCook/Hawks/Iowa City/Washington sector boundary and then initiate a handoff to the Coton/Arlington/Waterloo sector.

(3) The Joliet/McCook sector shall transfer communications to the Coton/Arlington/Waterloo sector after acceptance of the handoff by the Coton/Arlington/Waterloo sector.

(4) If the hand off is not accepted by the Coton/Arlington/Waterloo sector prior to the Joliet/McCook/Hawks/Iowa City/Washington sector boundary, the Joliet/McCook sector shall transfer communications to the Hawks/Iowa City/Washington sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

e. The following Automated Information Transfer procedure is applicable for Chicago Metropolitan Area Satellite arrivals routed via the UGGLY waypoint **or** CVA VORTAC, between the Coton, Hawks, and Burlington sectors:

(1) The Coton sector shall issue a restriction to cross the UGGLY waypoint **or** 35NM North of CVA VORTAC at FL240 and enter this altitude in the data block.

(2) The Coton sector shall initiate a handoff to the Hawks sector.

(3) The Hawks sector shall accept the handoff prior to the Cotton/Hawks boundary and then initiate a handoff to the Burlington sector.

(4) The Coton sector shall transfer communications to the Burlington sector after acceptance of the handoff by the Burlington sector.

(5) If the handoff is not accepted by the Burlington sector prior to the Coton/Hawks sector boundary, Coton shall transfer communications to the Hawks sector.

(6) Any deviation from the above procedures shall be verbally coordinated.

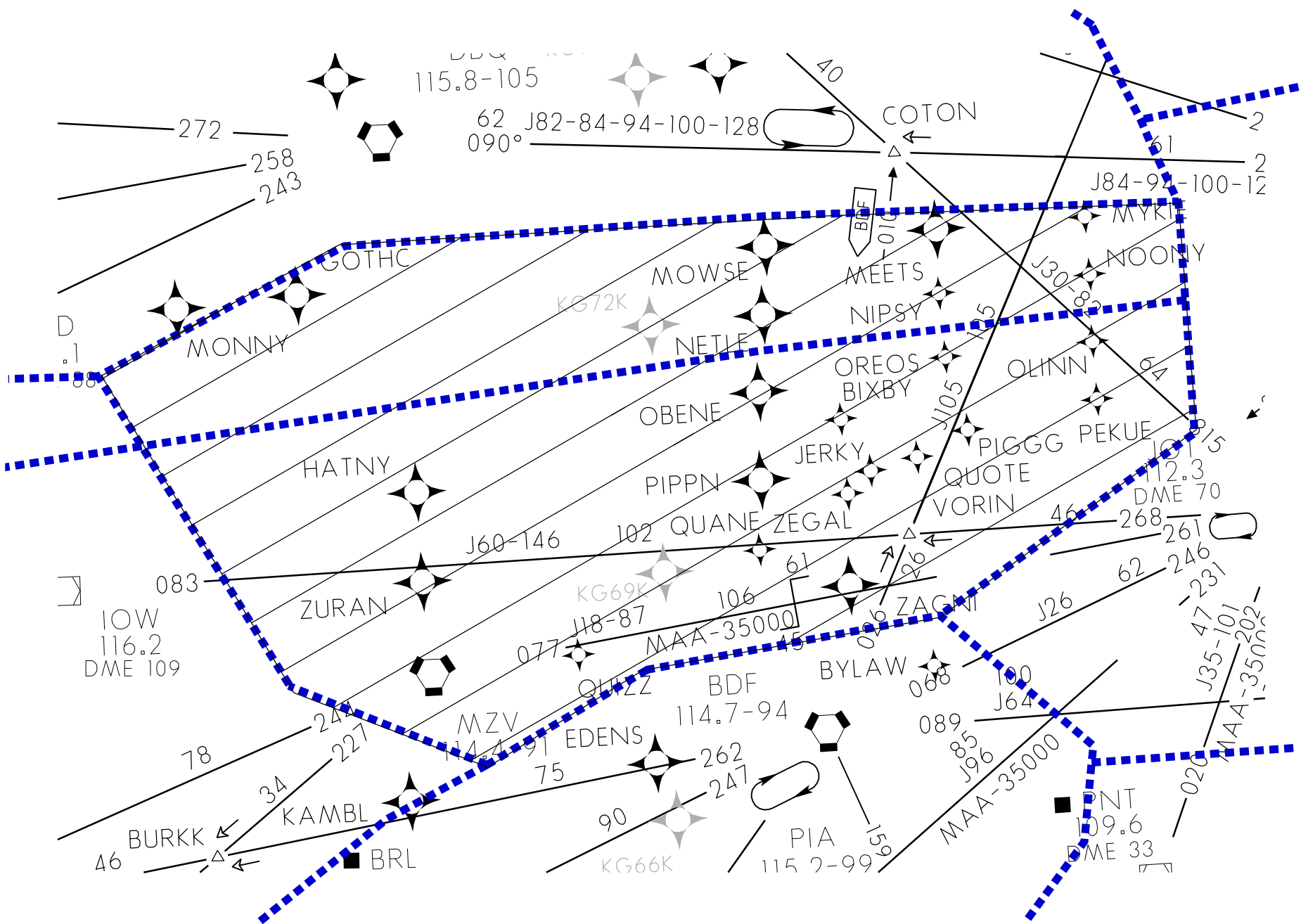
11-3-5. Flight Data Requirements.

Primary printer location: E512

First Backup: F613

Second Backup: E515

HAWKS SECTOR - 92



9/13/18

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Section 4. IOWA CITY (IOW) - SECTOR #94

11-4-1. Sector Narrative.

The Iowa City super high sector's main traffic flow is Chicago Metropolitan Area departures and east/west bound overflight traffic. Special attention should be given to north/south bound overflight traffic, and southwest bound departures in the vicinity of the IOW and MZV VORTACs.

11-4-2. Assignment of Airspace.

The Iowa City sector is operational 24 hours a day.

11-4-3. Sector Information.

a. Frequency and Dial Codes:

Frequency: 125.575/257.725 (AWG)

SBUEC SITE

125.575 Iowa City, IA (IOW)

257.725 Iowa City, IA (IOW)

Dial Codes: Radar 794
Radar Associate 694
Radar Coordinator 894
Outside dial: Radar Associate 67

b. NEXRAD WARP Settings:

The altitude filter key setting is FL290 - 600

c. Sector Description:

Altitudes: FL330 – 360

Approach Controls: None

11-4-4. Procedures.

The Iowa City sector shall:

a. The Iowa City sector must not issue a descend via clearance that would allow an aircraft to descend into another sectors airspace without prior approval

b. The following Automated Information Transfer procedure is applicable for southeast bound flights established on or east of J30, between the Coton/Arlington/Waterloo, Hawks/Iowa City/Washington, and Joliet/McCook sectors:

(1) The Coton/Arlington/Waterloo sector shall initiate a handoff to the Hawks/Iowa City/Washington sector.

(2) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Coton/Arlington/Waterloo/Hawks/Iowa City/Washington sector boundary and then initiate a handoff to the Joliet/McCook sector.

(3) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(4) If the handoff is not accepted by the Joliet/McCook sector prior to the Coton/Arlington/Waterloo/Hawks/Iowa City/Washington sector boundary, the Coton/Arlington/Waterloo sector shall transfer communications to the Hawks/Iowa City/Washington sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

c. The following Automated Information Transfer procedure is applicable for northwest bound flights established on or east of J30, between the Joliet/McCook, Hawks/Iowa City/Washington, and Coton/Arlington/Waterloo sectors:

(1) The Joliet/McCook sector shall initiate a handoff to the Hawks/Iowa City/Washington sector.

(2) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Joliet/McCook/Hawks/Iowa City/Washington sector boundary and then initiate a handoff to the Coton/Arlington/Waterloo sector.

(3) The Joliet/McCook sector shall transfer communications to the Coton/Arlington/Waterloo sector after acceptance of the handoff by the Coton/Arlington/Waterloo sector.

(4) If the handoff is not accepted by the Coton/Arlington/Waterloo sector prior to the Joliet/McCook/Hawks/Iowa City/Washington sector boundary, the Joliet/McCook sector shall transfer communications to the Hawks/Iowa City/Washington sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

d. The following Automated Information Transfer procedure is applicable for southwest bound flights on or south of a line between the OBK and IOW VORTACs, between the Joliet/McCook, Arlington/Waterloo, and Iowa City/Washington sectors.

(1) The Joliet/McCook sector shall initiate a handoff to the Arlington/Waterloo sector.

(2) The Arlington/Waterloo sector shall accept the handoff prior to the Joliet/McCook/Arlington/Waterloo sector boundary and then initiate a handoff to the Iowa City/Washington sector.

(3) The Joliet/McCook sector shall transfer communications to the Iowa City/Washington sector after acceptance of the handoff by the Iowa City/Washington sector.

(4) If the handoff is not accepted by the Iowa City/Washington sector prior to the Joliet/McCook/Arlington/Waterloo sector boundary, the Joliet/McCook sector shall transfer communications to the Arlington/Waterloo sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

e. The following Automated Information Transfer procedure is applicable for northeast bound flights on or south of a line between the IOW and OBK VORTACs, between the Iowa City/Washington, Arlington/Waterloo, and Joliet/McCook sectors

(1) The Iowa City/Washington sector shall initiate a handoff to the Arlington/Waterloo sector.

(2) The Arlington/Waterloo sector shall accept the handoff prior to the Iowa City/Washington/Arlington/Waterloo sector boundary and then initiate a handoff to the Joliet/McCook sector.

(3) The Iowa City/Washington sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(4) If the handoff is not accepted by the Joliet/McCook sector prior to the Iowa City/Washington/Arlington/Waterloo sector boundary, the Iowa City/Washington sector shall transfer communications to the Arlington/Waterloo sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

11-4-5. Flight Data Requirements.

Primary printer location: F613

First Backup: F616

Second Backup: E512

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ZAU7110.2V

Section 5. WASHINGTON (AWG) - SECTOR #95

11-5-1. Sector Narrative.

The Washington super high sector's main traffic flow is Chicago Metropolitan Area departures and east/west overflight traffic. Special attention should be given to north and southbound traffic in the IOW and MZV VORTAC areas. Washington sector shall be aware of crossing restrictions for adjacent sectors and issue descent clearances to arrival aircraft accordingly.

11-5-2. Assignment of Airspace.

During the times Washington sector is non-operational the airspace delegated to Washington sector shall become the responsibility of the Iowa City sector.

11-5-3. Sector Information.

a. Frequency and Codes:

Frequency: 135.975/377.075 (CID)

BUEC Priority	1	2	3
135.975	IOW	ALO	XXX
335.55	IOW	MZV	XXX

Dial Codes :	Radar	795
	Radar Associate	695
	Radar Coordinator	895
	Radar Flight Data	295
Outside dial:	Radar Associate	89
	Radar Flight Data	43

b. NEXRAD WARP Settings:

The altitude filter key setting is FL320 - 600

c. Sector Description:

Altitudes: FL370 – 999

Approach Controls: None

11-5-4.Procedures.

The Washington sector shall:

a. The Washington sector must not issue a descend via clearance that would allow an aircraft to descend into another sectors airspace without prior approval

b. The following Automated Information Transfer procedure is applicable for southeast bound flights established on or east of J30, between the Coton/Arlington/Waterloo, Hawks/Iowa City/Washington, and Joliet/McCook sectors:

(1) The Coton/Arlington/Waterloo sector shall initiate a handoff to the Hawks/Iowa City/Washington sector.

(2) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Coton/Arlington/Waterloo/Hawks/Iowa City/Washington sector boundary and then initiate a handoff to the Joliet/McCook sector.

(3) The Coton/Arlington/Waterloo sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(4) If the hand off is not accepted by the Joliet/McCook sector prior to the Coton/Arlington/Waterloo/Hawks/Iowa City/Washington sector boundary, the Coton/Arlington/Waterloo sector shall transfer communications to the Hawks/Iowa City/Washington sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

c. The following Automated Information Transfer procedure is applicable for northwest bound flights established on or east of J30, between the Joliet/McCook, Hawks/Iowa City/Washington, and Coton/Arlington/Waterloo sectors:

(1) The Joliet/McCook sector shall initiate a handoff to the Hawks/Iowa City/Washington sector.

(2) The Hawks/Iowa City/Washington sector shall accept the handoff prior to the Joliet/McCook/Hawks/Iowa City/Washington sector boundary and then initiate a handoff to the Coton/Arlington/Waterloo sector.

(3) The Joliet/McCook sector shall transfer communications to the Coton/Arlington/Waterloo sector after acceptance of the handoff by the Coton/Arlington/Waterloo sector.

(4) If the hand off is not accepted by the Coton/Arlington/Waterloo sector prior to the Joliet/McCook/Hawks/Iowa City/Washington sector boundary, the Joliet/McCook sector shall transfer communications to the Hawks/Iowa City/Washington sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

d. The following Automated Information Transfer procedure is applicable for southwest bound flights on or south of a line between the OBK and IOW VORTACs, between the Joliet/McCook, Arlington/Waterloo, and Iowa City/Washington sectors.

(1) The Joliet/McCook sector shall initiate a handoff to the Arlington/Waterloo sector.

(2) The Arlington/Waterloo sector shall accept the handoff prior to the Joliet/McCook/Arlington/Waterloo sector boundary and then initiate a handoff to the Iowa City/Washington sector.

(3) The Joliet/McCook sector shall transfer communications to the Iowa City/Washington sector after acceptance of the handoff by the Iowa City/Washington sector.

(4) If the handoff is not accepted by the Iowa City/Washington sector prior to the Joliet/McCook/Arlington/Waterloo sector boundary, the Joliet/McCook sector shall transfer communications to the Arlington/Waterloo sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

e. The following Automated Information Transfer procedure is applicable for northeast bound flights on or south of a line between the IOW and OBK VORTACs, between the Iowa City/Washington, Arlington/Waterloo, and Joliet/McCook sectors

(1) The Iowa City/Washington sector shall initiate a handoff to the Arlington/Waterloo sector.

(2) The Arlington/Waterloo sector shall accept the handoff prior to the Iowa City/Washington/Arlington/Waterloo sector boundary and then initiate a handoff to the Joliet/McCook sector.

(3) The Iowa City/Washington sector shall transfer communications to the Joliet/McCook sector after acceptance of the handoff by the Joliet/McCook sector.

(4) If the handoff is not accepted by the Joliet/McCook sector prior to the Iowa City/Washington/Arlington/Waterloo sector boundary, the Iowa City/Washington sector shall transfer communications to the Arlington/Waterloo sector.

(5) Any deviation from the above procedures shall be verbally coordinated.

11-5-5. Flight Data Requirements.

Primary printer location: F518
First Backup: E515
Second Backup: F616

Section 6. WEST AREA EDST

11-6-1. Procedures.

The following responsibilities and procedures must be utilized during URET/CCLD sector operations in a live traffic environment.

- a. EDST Aircraft List (ACL) must be used as the primary source of flight plan information.
- b. The EDST screen must be positioned so that all members of the sector team can view the display.
- c. Alerts must be investigated and prioritized according to sector requirements.
- d. A flight progress strip must be used for all emergency, holding or hijack aircraft.
- e. Manually prepared ALTRV strips must be maintained at the sector.
- f. Control information (i.e. point-outs, release of control) entered in the free text area must be in accordance with FAA Order 7110.65.
- g. Highlighting of a strip must indicate that an action needs to be taken.
- h. All remark indicators must be opened and reviewed.
- i. Monitor automated indicators for route changes, altitude changes and other required actions.
- j. The Special Attention Area may be used to call attention to the aircraft.
- k. The Speed and Heading box must be used to record assigned speeds and headings.
- l. EDST Route Action Notification and HOST Embedded Route Tangent (HERT) route coding must not be removed until track control has been received and route clearance issued.
- m. GI's, SIGMETs, UTM's, outages and other pertinent messages must be disseminated and posted as appropriate.

9/13/18			West Area Restriction Chart				ZAU 7110.2V	
	Arrival point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
1	ORD		Sector 90,94 to Sector 75,76	RNAV	BENNR.FYTTT STAR	Enter NW Area AOB FL350	Release control for speed change	
			BENKY STAR West Flow		DRAMS @ FL340			
			TRTLL STAR West Flow		VINCA @ FL340			
			SHAIN STAR East Flow		DRAMS @ FL340 OR VINCA @ FL340			
			Sector 91 to Sector 52	Non RNAV	BDF.BDF STAR	Descend to FL340 and handoff to sector 52		
					DBQ..JVL STAR	Enter NW Area AOB FL250		
			Sector 90 to Sector 75	Non RNAV and Props	BDF.BDF STAR	Enter SW Area AOB FL270	Release control for descent to FL240 and speed change	
2	C90 Sector 2 C09, LL22, JOT, 1C5, LOT, LL10		Sector 90 to Sector 55	all	BDF.V156.MOTIF..JOT..DRCT	50 W BDF @ FL240		Sector 90 thru Sector 52 to Sector 55
			Sector 92 to Sector 55		CVA..BDF.V156.MOTIF..JOT..DRCT	35 N CVA @ FL240		Sector 75 thru Sector 92 to Sector 55
3	C90 Sector 3 68IS, 82IS		Sector 90 to Sector 55	all	BDF.V10.PLANO..DRCT	50 W BDF @ FL240		Sector 90 thru Sector 52 to Sector 55
4	ARR		Sector 90,92 to Sector 55	all	Direct Airport	100 W of Destination @ FL240		
5	DPA, DKB, 06C		Sector 90,92 to Sector 55	all	PLL.V172.SIMMN..JOT..DRCT OR PLL..SIMMN..JOT..DRCT	50 W PLL @ FL240		
6	MDW		Sector 90 to Sector 55	all	BDF MOTIF STAR or ENDEE STAR	50 W BDF @ FL240 or KAMBL @ FL240		Sector 90 thru Sector 52 to Sector 55
			Sector 75 to Sector 92		CVA.MOTIF STAR OR ENDEE STAR	35 N CVA AOB FL240 OR UGGLY AOB FL240		Sector 75 thru Sector 92 to Sector 55
7	GYG		Sector 90 to Sector 55	all	BDF..MOTIF..LUCIT..BEARZ	50 W BDF @ FL240		Sector 90 thru Sector 52 to Sector 55
			Sector 75 to Sector 55	all	CVA..BDF..MOTIF..LUCIT..BEARZ	35 N CVA AOB FL240		Sector 75 thru Sector 92 to Sector 55
8	C90 North Satellites PWK, C81, 10C, 3CK, UGN		Sector 90,92 to Sector 55	all	LOTTE.RFD.V100.KRENA..DRCT	LOTTE @ FL240		
					BDF.V10.PLANO..OBK..DRCT	50 W BDF @ FL240		Sector 90,92 thru Sector 52 to Sector 55
					MZV.V8.V10.PLANO..OBK..DRCT	MZV @ FL240		
			Sector 90,92 to Sector 75	DBQ..RFD.V100.KRENA..DRCT	Enter NW Area AOB FL310			
9	MKE and MKE Metro MWC,HXF, ETB,ENW, RAC,BUU, 57C,C02,UE S,UGN		Sector 90,94,95 to Sector 75,76,71	RNAV	CID..OHLIE.GOPAC STAR	Enter NW Area AOB FL370		
				Non-RNAV	DBQ..SIBER..BAE..DRCT	None		
			Sector 91,92,94 to Sector 52	RNAV	BDF LEEDN GOPAC STAR	Descend to FL340 and handoff to sector 52		
				Non.RNAV	JOT..MSN..BAE			
WE-1								

9/13/18			West Area Restriction Chart			ZAU 7110.2V		
#	Arrival point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
10	MSP		Sector 90,94,95 to Sector 71,75,76	Non-RNAV	ALO.KASPR STAR	Enter NW Area AOB FL380	Sector 95 releases control for descent	
				RNAV	MNOSO.BLUEM STAR			
10A	MSP TBFM ONLY		Sector 90,94,95 to Sector 71,75,76	Non-RNAV	ALO.KASPR STAR	Enter NW Area AOB FL380	Sector 90, 92, 94, 95 release to Sector 71, 75, 76 control for turns back towards MNOSO/ALO and control for speed increase. Sector 95 releases control for descent.	
				RNAV	MNOSO.BLUEM STAR			
11	MSP Metro STP, FCM, ANE, MIC, LVN		Sector 90,94,95 to Sector 75,76	all	ALO..TWOLF.TWOLF STAR	Enter NW Area AOB FL380	Sector 95 releases control for descent	
12	CVG		Sector 92,94,95 to East Area	all	JOT.CEGRM STAR OR JOT.SHB STAR	AOB FL330	Sectors 92,94,95 release control for right turns to Sector 83,84 east of N/S line thru BDF VORTAC	
13	IND and IND Metro EYE,TYQ, GEE,HFY, UMP, MQJ BAK		Sector 92,94,95 to East Area	all	JOT.JOT147.WORDY.VHP 311.JAKKS..VHP..DRCT OR JAKKS..VHP..DRCT OR JOT.JOT147.WORDY.VHP 311.JAKKS.JAKKS STAR OR JAKKS.JAKKS STAR	AOB FL330		
14	STL		Sector 94,95, to Sector 90,92	all	UIN.RIVRS STAR OR GUZIK.LORLE STAR	Descend to FL330 and handoff to Sector 90,92		
			Sector 90,92 to Sector 52	all	MZV..UIN.RIVRS STAR	MZV AOB FL280		
15	STL Metro ALN, CPS, SUS, BLV		Sector 94,95, to Sector 90,92	all	Direct Airport	Descend to FL330 and handoff to Sector 90,92		

WE-2

9/13/18		West Area Restriction Chart				ZAU 7110.2V		
	Arrival point	Departure Point	Qualifier	Aircraft Type	Route Restrictions	Altitude Restrictions	Special	AIT
20		ARR, DPA, LOT	Sector 77 to Sector 92 AND Sector 92 to Sector 90,94	RNAV	Established on OBENE SID Via MONNY or NIGHT or OGALE or ROTTN or ELYNA or CARET			
			Sector 90,92,94,95 to Sector 75,76,71		Established on OBENE SID Via MONNY or NIGHT			
			Sector 77 to Sector 92	Non RNAV	Filed over PLL or IOW		Established on 270 heading, or heading displayed in the 4th line.	
			Sector 92 to Sector 75,76,94					
21		DSM	Sector 90 to Sector 75	all	DRCT DBQ or Point to remain North or West of DBQ	If climbing through sector 75 base altitude, climbing to FL250 or requested altitude, whichever is lower	No APREQ for climb necessary	
22		J30	Sector 92,94,95 to Sector 83,84	all	EASTBOUND	Southeast bound flights established on or east of J30		Sector 75,76,71 thru Sector 92,94,95 to Sector 83,84
23		J30	Sector 83,84 to Sector 92,94,95	all	WESTBOUND	Northwest bound flights established on or east of J30		Sector 83,84 thru Sector 92,94,95 to Sector 75,76,71
24		OBK Direct IOW	Sector 83,84 to Sector 94,95	all		Southwest bound flights on or south of a line between IOW and OBK VORTACS, which pass through the ARL/ALO sectors		Sector 83,84 thru Sector 76,71 to Sector 94,95
25		IOW Direct OBK	Sector 94,95 to Sector 83,84	all		Northeast bound flights on or south of a line between IOW and OBK VORTACS, which pass through the ARL/ALO sectors		Sector 94,95 thru Sector 76,71 to Sector 83,84
WE-4								

Chapter 12. TRAFFIC MANAGEMENT UNIT

Section 1. Roles and Responsibilities.

12-1-1. The Traffic Management Unit (TMU) is a multifaceted team of professionals responsible for facilitating air traffic operations in the control room. This team includes Supervisory Traffic Management Coordinators (STMCs) and Traffic Management Coordinators (TMCs).

The responsibilities include, but are not limited to:

a. Performs duties under general supervision of the STMC in accordance with current local and national directives.

b. Maintains familiarity with all phases of center and associated terminal operations.

c. Maintains continuous liaison with the Air Traffic Control System Command Center (ATCSCC), terminals located within or adjacent to Chicago Center (ZAU) and adjacent Air Route Traffic Control Centers (ARTCCs) to keep current on actual and anticipated traffic volume, operating conditions, runway configurations and acceptance rates.

d. Maintains proficiency in the use of the following TMU computer and software systems and is able to apply each as needed:

- (1) Traffic Flow Management System (TFMS)
- (2) ERAM – AT Workstation
- (3) Weather And Radar Processor (WARP)
- (4) Corridor Integrated Weather System (CIWS)
- (5) Information Display System (IDS)
- (6) Enhanced Status Information System (ESIS)
- (7) Time Based Flow Management (TBFM)
- (8) En Route Information Display System (ERIDS)
- (9) National Traffic Management Log (NTML)
- (10) ZAU Departure Flow Manager (DFM)
- (11) Integrated Terminal Weather System Situation Display (ITWS)
- (12) ZAU SWAP TOOL

(13) Enroute Departure Capability (EDC)

(14) Airport Resource Management Tool (ARMT)

e. The TMC that opens the day shift shall be responsible for setting up the day's operations. Those duties include, but are not limited to, conferences with meteorologists for weather forecast (CWSU, NWS Romeoville or Airline Meteorologist), setting up TMU Main Display Monitor (MDM) displays, conferences with ATCSCC for pertinent information, ascertaining the ORD and MDW arrival rates and runway configurations and other items included in the locally adapted morning checklist.

f. Ensures compliance with flow control requirements initiated by other facilities by calling problems to the attention of either the Front Line Manager-in-Charge (FLMIC) of the concerned area(s) or the STMC.

g. Maintains a complete and accurate chronological log of all restrictions, flow control messages and other factors affecting the traffic flow. The TMU position that initiates a Traffic Management Initiative (TMI) via the NTML will be responsible to ESIS the TMI out to the operational floor upon approval by the Command Center.

h. All relief briefings shall be conducted in accordance with FAAO 7110.65, Appendix D.

i. Provides OJT to other TMCs as directed by the STMC.

j. Hours of Operation. The Chicago ARTCC TMU normal hours of operation are from 0500 local until 2300 local. During the hours when the TMU is not staffed, all TMU positions close. The responsibilities of the weather coordinator position must be forwarded to the OMIC position.

Section 2. SUPERVISORY TRAFFIC MANAGEMENT COORDINATOR (STMC)**12-2-1. The responsibilities include, but are not limited to:****a. Operational:**

(1) Maintains responsibility for the overall daily TMU operation and performs duties under the general supervision of the OMIC.

(2) Keeps OMIC briefed on TMU operations, as required.

(3) Arbitrates problems between areas and other facilities which cannot be solved easily by a TMC.

(4) Provides direct and general supervision to TMCs.

(5) Ensures employee time and attendance is recorded accurately and in a timely manner.

(6) Ensures that TMC break periods are administered equitably and responsibly.

(7) Combines/de-combines TMU position assignments when appropriate.

(8) Ensures a traffic management representative is available for am and pm weather briefings as per FAA order 7110.65 para 11-1-2.

(9) Responsible for tactical operations of the NAS.

(a) Develop and implement operational plan.

(b) Collaborate with system stakeholders.

(10) Delegates authority to direct traffic flows.

(11) Coordinates Emergencies (both aircraft and medical) with OMIC.

(12) VIP Coordination.

(a) Notify OMIC as soon as practical after receiving VIP information.

(b) At least 2 hours prior to arrival of VIP flight, disseminate and brief the impacted areas.

(c) Notify area FLMs prior to VIP flight entering ZAU airspace.

(d) Notify impacted ATCT prior to flight entering approach control airspace.

(e) Monitor VIP movement via TSD while in ZAU airspace.

(f) Advise OMIC/FLMs of any changes to VIP status or progress.

(g) When a VIP aircraft departs Chicago Center airspace; 1 hour prior to planned departure time verify that the flight plan is in the HOST computer.

(13) The STMS/TMCIC must:

(a) Review the Special Interest Flight Website once per day for SIFs that will operate within Chicago ARTCC airspace.

(b) Notify Flight Data (FDCS) of SIFs to be added to or deleted from the NAS Alert database on a permanent basis.

(c) Upon notification of a SIF flight plan, compare the route posted on the Special Interest Flight Website with the actual route issued to the aircraft. Notify the appropriate area FLM/CIC of the SIF on a recorded line, and coordinate any reroutes necessary to ensure the flight operates along an appropriate route posted on the Special Interest Flight Website.

(d) Coordinate SIF route changes with the FAA System Operations Security Center (SOSC) when the flight is in a proposed status or with the OMIC when the flight is in an active status, as appropriate.

(14) Tarmac Delay: When Chicago ARTCC is notified that an airport within their jurisdiction has received a tarmac delay request of an aircraft that has or may have exceeded the Three/Four-Hour Tarmac Rule they must:

(a) Verbally notify the ATCSCC.

(b) Utilize NTML to forward the information to the ATCSCC.

(c) Notify the OMIC. The OMIC must:

1 Notify the ROC as soon as possible.

2 Document the incident with pertinent information on FAA Form 7230-4 as a QAR and retain all available pertinent records to that event in accordance with FAA Order JO 8020.16 paragraph 119g.

(15) Assume the responsibilities of CWSU area when the CWSU is combined with the STMC position.

(16) TFMS Monitor Alert feature will be monitored, assessed and acted upon per FAA JO 7210.3.

(17) Conduct a teleconference in accordance with JO 7210.3 and JO 7110.65 when weather is forecast to impact ZAU's traffic flow so as to potentially cause aircraft to enter an active SAA within ZAU's airspace.

(a) STMC/TMCIC will notify the respective Operational Area's FLM/CIC and the OMIC regarding alerts as required.

1 Notifications will take place through a progressive VSCS conference call.

2 STMC/TMCIC will advise of applicable sector and time frame for identified alert. STMC/TMCIC will provide a brief overview of abnormal TMIs that may be triggering alert.

(b) OMIC shall discuss situational analysis, area configuration, and resource utilization with the FLM/CIC at the Area FLM Workstations.

(c) OMIC will collaboratively discuss TMU mitigations strategies with STMC/TMCIC or advise of Operational Area level mitigation.

(d) If the resultant strategy is anything different than discussed in (b) the OMIC will return to the Area and coordinate the resultant strategy with the FLM/CIC.

(e) STMC/TMCIC will complete NTML log entry that notification has taken place and include a description of the mitigation strategy in accordance with FAA JO 7210.3.

b. Administrative:

(1) Analyzes past traffic data from all available sources in a timely manner. Develops overall TMU courses of action to maintain an efficient and effective flow of traffic.

(2) Delegates collateral work assignments to each TMC, as required.

(3) Ensures that all the TMCs are kept informed of all changes to TMU procedures and operations, as required.

(4) Conducts after the fact operational evaluations, with shift personnel, to identify problems and develop solutions in order to optimize future operations.

(5) Ensures adequate staffing is provided in the TMU.

(6) Ensures TMCs are allowed time to maintain currency in controller duties in accordance with current local and national directives.

(7) STMC Combines to OMIC when closed.

Section 3. National Airspace System (NAS) COORDINATOR (NC1, NC2, NC3)

12-3-1. Positions of operation within the TMU:

- a.** Coordinates appropriate Traffic Management initiatives as required between intracenter area(s) and adjacent facilities. NC2, serves as a handoff position for NC1 and performs duties to assist NC1.
- b.** Keeps STMC and other TMCs informed of system-wide problems that may impact traffic flows within ZAU's airspace. Coordinates restrictions, reroutes, ground delays, NSST initiatives and other vital traffic information.
- c.** Coordinates changes within ZAU that could have a major impact on the National Airspace System (NAS) with ATCSCC.
- d.** Balances traffic flows with sector/facility capacity, thereby ensuring maximum utilization of available airspace. Alerts other positions Arrival Coordinator, En Route Coordinator, Departure Coordinator, Military/Security Coordinator, Weather Coordinator of the need to reroute traffic around or from an impacted sector to an area(s)/sector of less volume and complexity to accomplish this balance.
- e.** Serves as the primary contact with ATCSCC, ORD TMU, C90 TMU, OMIC, FLMIC.
- f.** Responsible for maintaining complete and accurate TMU logs.
- g.** Advises ATCSCC of all reportable delays as required by FAA Orders.
- h.** Monitors Enhanced Traffic Management System (ETMS) messages and takes appropriate action.
- i.** After coordination with STMC and OMIC, adjusts the Proposed Flight Plan Drop Interval (PFDI) to accommodate demand.
- j.** Monitors multiple facility/customer hotline as required.
- k.** Log into the NTML and ESIS to the operational floor (all areas) ORD, MDW, MKE, and RFD, runway configurations, ground delay programs and ground stops.
- l.** Coordinates special events/operations.
- m.** Coordinates ground stops and ground delay programs affecting airports outside ZAU via ESIS, GI message and IDS.
- n.** Except for calls requiring a progressive conference, the NAS coordinator should utilize the ZAU cell phones through the VSCS system for coordination with the FLMICs.
- o.** Provides scheduled briefing for assembled ZAU personnel (am and pm weather briefings), per FAA order 7110.65 para 11-1-2.

p. Prior to VTABS testing, sends out a GI message advising towers to call ZAU TMU via commercial lines and calls non-FDIO towers and first tier centers advising them to use commercial phone lines to reach ZAU TMU during outage. In the event of VSCS failure, does the above and selects TEL on TEL/VSCS switch on the backup ATCSCC phone.

q. Ensures compliance with flow control requirements initiated by other facilities by calling problems to the attention of either the Front Line Manager-in-Charge (FLMIC) of the concerned area(s) or the STMC.

r. The TMC that closes the swing shift shall be responsible for closing up the day's operations. Those duties include, but are not limited to, items included in the locally adapted closing checklist.

s. Pass back ZOB DTW MIZAR MIT restriction to ZID as required to comply with TMI.

Section 4. ENROUTE COORDINATOR

12-4-1. Enroute Coordinator 1 (EC1). A position of operation within the TMU. Duties of this position are:

- a.** The enroute coordinator 1 position normally is responsible for EWR, JFK, LGA, ATL, PHL and other airports as directed.
- b.** Informs all concerned FLMICs and appropriate facilities when ESP (Enroute Spacing Program) is in effect.
- c.** Monitors the enroute demand of affected airports. Monitors adherence to restrictions, both as published by ZAU and by adjacent facilities ensuring Traffic Management initiatives, both internal and external, are appropriate and efficient.
- d.** Analyzes the spacing situation between traffic to affected airports. Coordinates with appropriate FLMIC when sequencing is required for flights to a specific airport.
- e.** Issues ESP release times to departure traffic when a tower requests release and log any delays into NTML as required by FAA order 7210.3.
- f.** Coordinates with adjacent facilities if modification or relief of an in-trail or ESP requirement becomes necessary due to a complex traffic situation.
- g.** Ensures ESP airports are listed on IDS4, issues computer GI messages advising of ESP requirements and places VSCS calls to ORD notifying them of such.
- h.** When necessary, coordinates MIT, route and reroute restrictions with adjacent facilities, effected area(s) and NAS coordinator. (Exception: DTW MIZAR Pass back.)
- i.** Except for calls requiring a progressive conference, the enroute coordinator should utilize the ZAU cell phones through the VSCS system for coordination with the FLMICs.
- j.** When closed, the-EC1 normally combines at the AC1 position.

12-4-2. Enroute Coordinator 2 (EC2). A position of operation within the TMU. Duties of this position are:

- a.** EC2, when open, is normally responsible for MSP, DTW, IAD, DCA, BWI, and any overflow or unusual traffic such as New York satellites, BOS, DEN, DFW, HOU, or IAH and other airports as directed.
- b.** Informs all concerned FLMICs and appropriate facilities when ESP is in effect.
- c.** Monitors the enroute demand of affected airports. Monitors adherence to restrictions, both as published by ZAU and by adjacent facilities ensuring Traffic Management initiatives, both internal and external, are appropriate and efficient.
- d.** Analyzes the spacing situation between traffic to affected airports. Coordinates with appropriate FLMIC when sequencing is required for flights to a specific airport.

e. Issues ESP release times to departure traffic when a tower requests release and log any delays into NTML as required by FAA order 7210.3.

f. Coordinates with adjacent facilities if modification or relief of an in-trail or ESP requirement becomes necessary due to a complex traffic situation.

g. Ensures ESP airports are listed on IDS4, issues computer GI messages advising of ESP requirements and places VSCS calls to ORD notifying them of such.

h. When necessary, coordinates MIT route, and reroute restrictions with adjacent facilities, affected area(s) and NAS coordinator. (Exception: DTW MIZAR pass back.)

i. Except for calls requiring a progressive conference, the enroute coordinator should utilize the ZAU cell phones through the VSCS system for coordination with the FLMICs.

j. When closed, the EC2 normally combines at the EC1 position.

12-4-3. Enroute Coordinator 3 (EC3). A position of operation within the TMU. Duties of this position are:

a. EC3 is responsible for airports as directed.

b. Informs all concerned FLMICs and appropriate facilities when ESP is in effect.

c. Monitors the enroute demand of affected airports. Monitors adherence to restrictions, both as published by ZAU and by adjacent facilities ensuring Traffic Management initiatives, both internal and external, are appropriate and efficient.

d. Analyzes the spacing situation between traffic to affected airports. Coordinates with appropriate FLMIC when sequencing is required for flights to a specific airport.

e. Issues ESP release times to departure traffic when a tower requests release, and log any delays into NTML as required by FAA order 7210.3.

f. Coordinates with adjacent facilities if modification or relief of an in-trail or ESP requirement becomes necessary due to a complex traffic situation.

g. Ensures ESP airports are listed on IDS4, issues computer GI messages advising of ESP requirements and places VSCS calls to ORD notifying them of such.

h. When necessary, coordinates MIT route, and reroute restrictions with adjacent facilities, effected area(s) and NAS coordinator. (Exception: DTW MIZAR pass back.)

i. Except for calls requiring a progressive conference, the EC2 should utilize the ZAU cell phones through the VSCS system for coordination with the FLMICs.

j. When closed, the EC3 normally combines at the EC2 position.

k. EC2 and EC3 are treated as a single certification at EC2.

Section 5. ARRIVAL COORDINATOR

The Arrival Coordinator Position is designed to regulate arrival traffic flows for traffic landing within ZAU. The Arrival Coordinator may be split into two separate positions (AC1, AC2), when the volume and complexity of required Traffic Management Initiatives (TMIs) in the NAS system exceeds the capabilities of a single position.

12-5-1. Arrival Coordinator 1 (AC1). A position of operation within the TMU. Duties of this position are:

- a. The Arrival Coordinator (AC1) is responsible for arrival aircraft into ORD. AC3 serves as a handoff position for AC1 and performs duties to assist AC1.
- b. Coordinates fix balancing operations with the appropriate FLMICs. Advises NASC if conditions in any area(s) preclude routing of additional workload through a specific sector and develops a suitable alternative.
- c. Utilizes Time Based Flow Management (TBFM) when an operational advantage can be gained.
- d. Coordinates with the ATCSCC, NAS coordinator and any affected facilities for the implementation of initiatives as needed. This includes ground delay programs, ground stops, MIT restrictions and routing initiatives. (Note: Restrictions on first tier facilities should be coordinated at least 1 hour prior to the beginning of the restriction - 2 hours are preferred.)
- e. Enters MIT restrictions into NTML and monitors runway configurations ensuring Traffic Management initiatives are appropriate and efficient.
- f. Coordinates all changes of in-trail restrictions and requests for modification of those restrictions through the affected FLMIC.
- g. When in holding configuration, inventories holding stack at both enroute and arrival fixes to determine the number of aircraft and their delay times. Advises the NASC and coordinates with the ATCSCC when various delay reporting thresholds are reached.
- h. Ensure throughput – balancing arrivals and departures.
- i. Coordinates emergencies (both aircraft and medical) and lifeguard flights with ORD Tower and C90 via 3 way line and advises STMC.
- j. Normally assumes all duties of the EC1 position when the EC1 position is not open.
- k. Normally assumes all duties of the AC2 position when the AC2 position is not open.
- l. Except for calls requiring a progressive conference, the Arrival Coordinator should utilize the ZAU cell phones through the VSCS system for coordination with the FLMICs.
- m. When closed, the AC1 normally combines at the NC1 position.

12-5-2. Arrival Coordinator 2 (AC2). A part time position of operation within the TMU. Duties of this position are:

- a.** The Arrival Coordinator (AC2) is responsible for arrival aircraft into MDW and MKE.
- b.** Coordinates fix balancing operations with the appropriate FLMICs. Advises NAS Coordinator if conditions in any area(s) preclude routing of additional workload through a specific sector and develops a suitable alternative.
- c.** Coordinates with the ATCSCC, NAS coordinator and any affected facilities for the implementation of initiatives as needed. This includes ground delay programs, ground stops, MIT restrictions, and routing initiatives. (Note: Restrictions on first tier facilities should be coordinated at least 1 hour prior to the beginning of the restriction - 2 hours are preferred.)
- d.** Enters MIT restrictions into NTML and monitors and updates runway configurations in ESIS ensuring Traffic Management initiatives are appropriate, efficient.
- e.** Coordinates all changes of in-trail restrictions and requests for modification of those restrictions through the affected FLMIC.
- f.** When in holding configuration, inventories holding stack at both enroute and arrival fixes to determine the number of aircraft and their delay times. Advises the NAS coordinator and coordinates with the ATCSCC when various delay reporting thresholds are reached.
- g.** Ensure throughput – balancing arrivals and departures.
- h.** Except for calls requiring a progressive conference, the Arrival Coordinator should utilize the ZAU cell phones through the VSCS system for coordination with the FLMICs.
- i.** Coordinates emergencies (both aircraft and medical) and Medevac flights with C90 and advises STMC.
- j.** Coordinates emergencies (both aircraft and medical) with MKE tower/approach and advises STMC.
- k.** When closed, the AC2 normally combines at the AC1 position.
- l.** AC1 and AC2 treated as a single certification at AC1.

Section 6. DEPARTURE COORDINATOR (DC)

12-6-1. A position of operation within the TMU. Duties of this position are:

a. Assumes responsibility for all ORD, MDW and MKE departure restrictions. Updates DFM log, IDS4 and coordinates restrictions as required.

b. Serves as the primary contact with ATCSCC Severe Weather Unit.

c. Answers ATCSCC severe weather line. If the call involves other than ZAU departures, the Departure Coordinator shall ensure that all other ZAU TMU positions that are involved are included in the discussion.

d. In conjunction with the STMC, determines when and if the Severe Weather Avoidance Plan (SWAP) initiative is to be used by observing and evaluating, in conjunction with the meteorologist on duty, active weather systems in ZAU's airspace or immediately adjacent to ZAU's airspace. If a decision is reached that SWAP's are to be initiated, he/she coordinates with ATCSCC two hours in advance of initiation whenever possible. Maintains surveillance of the weather system and adjusts routes as necessary. By agreement with the FLMIC of an affected area(s), coordinates resumption of traffic when the weather system has either diminished in intensity or is no longer a factor.

e. Coordinates and logs departure reroute procedures with the NSST, ORD ATCT, MDW ATCT, MKE ATCT, C90 and any other affected airports. Coordinates departure reroute procedures with all affected area FLMICs and ensures accuracy of ATCSCC advisories as they pertain to ZAU departure routings. Accomplishes this coordination as far in advance as possible in order to maintain an efficient flow of departures.

f. When departure reroutes are in effect, provides support to involved towers by entering revisions into the NAS system when required.

g. Monitors multiple facility/customer hotline as required.

h. Except for calls requiring a progress conference, the DC should utilize the ZAU cell phones through the VSCS system for coordination with the FLMICs.

i. Log the identity of pathfinders when used.

j. Ensure throughput – balancing arrivals and departures flight schedule monitor.

k. Ensure Traffic Management initiatives, both internal and external, are appropriate, efficient, and implemented.

l. When closed, the DC normally combines at the NC1 position.

Section 7. WEATHER COORDINATOR (WC)

12-7-1. A position of operation within the TMU. Duties of this position are:

- a.** Disseminates weather intelligence as required to the appropriate facilities.
- b.** Serves as the primary contact with CWSU and ATC operational personnel.

Note: Indianapolis (ZID) CWSU is the back-up CWSU when the Chicago ARTCC CWSU is not staffed. Outside of normal CWSU hours, the Romeoville National Weather Service Forecast Office becomes the point of contact.

- c.** Keeps STMC and other TMCs informed of weather intelligence that may impact traffic flows within ZAU's airspace.
- d.** Monitors FSP (Flight Strip Printer) for any pertinent information. Retains copies of pertinent messages for reference (i.e. SIGMETS, AIRMETS, Convective SIGMENTS).
- e.** Receives and handles all PIREP/SIGMET/CWA/WW information.
- f.** Position is focal point for handling PIREP requests. At the request of CWSU personnel, solicits urgent PIREP information from appropriate area(s) of specialization. When urgent PIREP solicitations are no longer required, advises area(s) of specialization.
- g.** Notifies appropriate Flight Service Station verbally of urgent PIREPs.
- h.** Ensures that NAS rejected SIGMETS are sent to the appropriate sectors and underlying terminal facilities by sending a GI message to those positions. During the midnight operation, this responsibility is transferred to the OMIC position.
- i.** Except for calls requiring a progressive conference, the WC should utilize the ZAU cell phones through the VSCS system for coordination with the FLMICs.
- j.** Responsible to ensure weather related tasks are accomplished. When closed, the WX normally combines at the NASC 1 position.
- k.** ML/WC is treated as a single certification.

Section 8. MILITARY/SECURITY COORDINATOR (ML)

12-8-1. A position of operation within the TMU. Duties of this position are:

- a.** Receives ELT verification requests and obtains verification data, data is then forwarded to Air Force Rescue Coordination Center.
- b.** Notifies SAR of all ELT reports received from control towers and facility sectors.
- c.** Receives requests from military airspace users and coordinates use with appropriate facilities/sectors.
- d.** Maintains accurate records of military airspace usage via Military Excel Spreadsheet.
- e.** Receives requests for special airspace activities (parachute jumps, balloon releases, etc.) and coordinates use with appropriate facilities/sectors.
- f.** Receives requests for NAVAID/facility outages and prepares a list for dissemination.
- g.** Ensures military SUA schedules are input/updated in EDST.
- h.** Coordinates ALTRV's (altitude reservation), military training routes.
- i.** Coordination of Special Airspace Activities.
- j.** Monitor Domestic Events Network as required.
- k.** When closed, the ML normally combines at the NC1 position.
- l.** ML/WC is treated as a single certification.

Chapter 13. AIRSPACE AND PROCEDURES

13-1-1. Maintenance of E-MSAW Database and Minimum IFR Altitude (MIA) Charts.

a. The Airspace and Procedures (A&P) Office shall review the National Flight Data Digest (NFDD) for construction notices that may affect specific MIA areas on a weekly basis. The A&P Office must use the Sector Design and Analysis Tool (SDAT) to develop and maintain MIA information. Obstacle information within Chicago ARTCC adapted airspace must be evaluated to ensure that adaptation and controller charts accurately reflect the sector MIA.

b. If a change is required, the A&P Office must prepare an automation request utilizing the AIMS web site (<https://aims.faa.gov>) detailing the change in the E-MSAW adaptation and forward it to the Field Automation Support Team (FAST) Office.

c. The A&P Office will issue a briefing item and update controller overhead charts to reflect MIA changes concurrent with the adaptation date.

d. The A&P Office must ensure changes to Chicago ARTCC sector MIAs are forwarded to Mission Support Services, ATC Products Group for certification in accordance with the current version of FAA JO 7210.37, En Route Minimum Flight Rule (IFR) Altitude (MIA) Sector Charts.

e. The A&P Office must submit MIA information and required forms as specified by the current versions of FAA Orders 7210.37, En Route Minimum IFR Altitude (MIA) Sector Charts and 7210.3, Facility Operation and Administration, periodically, but not to exceed 24 months between submissions.

13-1-2. Procedures for Handling Presidential Visits to Chicago ARTCC Airspace.

a. Airspace and Procedures Office shall:

(1) Be the administrative Point of Contact (POC) for pre-visit coordination of Presidential visits within Chicago ARTCC airspace or airspace immediately adjacent to Chicago ARTCC.

(2) Participate in pre-visit coordination via email, telecons, etc.

(3) To the extent practicable, collect, collate and verify the location, date and times of Presidential visits.

(4) Forward a detailed map displaying the preliminary locations of scheduled or (as needed) military airspace, e.g., Combat Air Patrol (CAP), Airborne Aerial Refueling (AAR) and Airborne Early Warning and Command (AEW) and locations of Temporary Flight Restrictions (TFRs) to the Chicago ARTCC Traffic Management Unit (TMU) and affected approach controls for analysis of traffic impact.

(5) Forward a briefing package for operational personnel via the Supervisory Traffic Management Unit (STMC). Briefing package shall contain all available maps and information on locations, dates, times, TFRs, Military airspace and assets, etc.

(6) Serve as post-event POC for coordination of comments, issues, lessons learned, binders, etc.

b. TMU shall:

(1) Ensure any pre-visit information of Presidential visits within Chicago ARTCC airspace or airspace immediately adjacent to Chicago ARTCC is forwarded to the Airspace and Procedures Office.

(2) To the extent practicable, participate in pre-visit coordination via email, telecons, etc.

(3) Review the map and information supplied by the Airspace and Procedures Office displaying the preliminary locations of requested airspace. TMU shall evaluate traffic impact of the visit with the affected operational areas and other affected facilities, e.g., ARTCC, ATCT, FBO, etc.

(4) Develop Coded Departure Routes (CDRs) and/or other routings to avoid military or restricted airspace as necessary.

(5) Verify that the Air Traffic Control System Command Center (ATCSCC) is aware of the VIP mission and the projected impact to air traffic operations.

(6) Ensure that the necessary coordination with the affected facilities, e.g., ARTCC, ATCT, FBO, etc., has been completed. All faxed information shall be verified by verbal coordination.

(7) The STMC shall serve as the POC for receipt and distribution of the briefing package for operational personnel supplied by the Airspace and Procedures Office. TMU will revise plans as necessary, and re-evaluate all revisions to the final airspace package when available.

(8) The STMC will provide an overview of expected impact to the Operations Manager-in-Charge/Area Operations Supervisors and staff during the weather briefings on the date of the event and distribute VIP movement packages for each area including the OMIC.

(9) Coordinate with the Center Weather Service Unit (CWSU) for meteorological conditions that may impact the VIP visit.

(10) Serve as the facility POC for real-time adjustment and movement of TFR and military airspace due to unforeseen circumstances, e.g., weather, emergencies, etc. Coordination shall be completed prior to airspace adjustment with all affected parties, i.e., Domestic Events Network (DEN), Area OSs, OMIC, Approach Controls, military, etc.

(11) Record suggestions, comments, lessons learned, etc., regarding the VIP visit on the STMC checklist at the end of each shift.

c. OMIC shall:

(1) Review the map and briefing information supplied by the TMU during the weather briefings on the date of event and ensure dissemination to affected operational personnel.

(2) Ensure that necessary equipment, communications, VSCS TEMP MODS, etc., and staffing are operational and available.

(3) Ensure that necessary coordination with the affected positions and facilities regarding procedures, airspace, routings, etc., have been completed.

(4) Ensure display of necessary military and restricted airspace on Main Display Monitor (MDMs) of appropriate operational positions for the duration of the visit.

(5) Serve as POC for receipt and distribution of information between the operational areas and the Domestic Events Network.

(6) Coordinate with the operational areas/TMU/DEN for events or meteorological conditions that may require real-time adjustment and movement of TFR and military airspace.

(7) Record suggestions, comments, lessons learned, etc., regarding the VIP visit on the OMIC checklist at the end of each shift.

d. OS shall:

(1) Upon request, provide input on pre-visit information of Presidential visits within Chicago ARTCC airspace or adjacent airspace to the TMU.

(2) Review the map and briefing information supplied by the TMU during the weather briefings on the date of event and ensure dissemination to affected operational personnel.

(3) Ensure that necessary equipment, communications, VSCS TEMP MODS, etc., and staffing are operational and available.

(4) Ensure that necessary coordination with the affected positions and facilities regarding procedures, airspace, routings, etc., have been completed.

(5) Ensure display of necessary military and restricted airspace on MDMs of appropriate operational positions for the duration of the visit.

(6) Serve as POC for receipt and distribution of information between the operational position and the OMIC/DEN.

(7) Coordinate with the operational position/TMU/OMIC/DEN for events or meteorological conditions that may require real-time adjustment and movement of TFR and military airspace.

(8) Record suggestions, comments, lessons learned, etc., regarding the VIP visit on the OS checklist at the end of each shift.

e. Airspace:

(1) The DEN will activate/deactivate TFR airspace (airspace may be utilized earlier or extended later than scheduled, depending on VIP itinerary).

(2) Military airspace (ATCAA, CAP, AAR, and AEW) is activated when a participating aircraft is cleared into the airspace.

f. All references to the President, Presidential, etc. via landline, DEN, etc. shall be referred to as VIP.

g. Information regarding NORDO aircraft, suspicious aircraft, TFR violations, Pilot Deviations, etc., shall be announced on the DEN.

h. The Chicago ARTCC VIP checklists are intended as a guideline for a VIP visit and may not be all inclusive.

(1) Airspace and Procedures Office

(2) Supervisory Traffic Management Coordinator (STMC)

(3) Operations Manager-in-Charge (OMIC)

(4) Operations Supervisor/Controller-in-Charge

Date

UTC Times of visit

Location (City,State)

CHICAGO ARTCC VIP CHECKLIST

AIRSPACE AND PROCEDURES OFFICE

- ☐ Compile preliminary VIP information, forward to Support Manager, Airspace and Procedures, TMU/TMO and effected approach controls.
- ☐ Create ZAU maps of TFRs and scheduled or “as needed” military airspace, forward copies to TMU and effected approach controls.
- ☐ In collaboration with TMU, evaluate affect of proposed impact to ZAU traffic.
- ☐ Coordinate any requested revisions to airspace with all necessary facilities/agencies.
- ☐ Verify TFR locations, dates and times, overlay detailed information on ZAU map.
- ☐ Verify CAP/AAR/AEW locations, dates, times, altitudes, aircraft call signs and types, overlay detailed information on ZAU map.
- ☐ Create briefing packet including dates, times, TFRs, military assets, possible traffic impact and reroutes, coordinated frequencies, landlines, Gateway procedures, etc.
- ☐ Participate in scheduled pre-visit Telecons, invite affected facilities/representatives to participate.
- ☐ Distribute completed briefing packets and VIP binders to STMC, once all information verified.
- ☐ Review comments/lessons learned.
- ☐ Review/modify procedural issues with appropriate facilities/agencies.

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Date

UTC Times of visit

Location (City,State)

CHICAGO ARTCC VIP CHECKLIST

SUPERVISORY TRAFFIC MANAGEMENT COORDINATOR (STMC)

- ☐ Evaluate/Coordinate impact to ZAU traffic prior to visit.
- ☐ Advise all ATCT/FBO that will be affected by the TFR prior to the visit.
- ☐ Ensure CDRs are established and briefed.
- ☐ Post copies of completed briefing packages into VIP binders.
- ☐ Distribute binders to area OSs, STMC, OMIC.
- ☐ At least 30 minutes prior, Monitor Den.
- ☐ Ensure MDMs have TFR/Military airspace depicted.
- ☐ Ensure phone number for DEN and pass code available.
- ☐ Ensure participating military aircraft (Fighters, Tankers, AWACs) are entered in TSD.
- ☐ Ensure operational status of VSCS equipment 043 line/765 line/EADS line/DEN.
- ☐ Ensure EADS line established at all necessary operational positions.
- ☐ Ensure VSCS TEMP MODS performed as appropriate (all areas).
- ☐ Ensure display of TFR and Military airspace (CAP/AAR/AEW) on ESIS.
- ☐ Anticipate/Coordinate alternate ATCAA locales to be established in case of WX.
- ☐ Record comments and/or lessons learned regarding the visit on checklist.
- ☐ Compile/Collect information from all OS's OMIC, TMU regarding the visit.
- ☐ Forward information, comments or lessons learned to the Airspace and Procedures Office.
- ☐ Ensure VIP binders are returned to Airspace and Procedures Office after visit.

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Date

UTC Times of visit

Location (City,State)

CHICAGO ARTCC VIP CHECKLIST

OPERATIONS MANAGER IN CHARGE (OMIC)

- ☐ Conduct a briefing, including Military and TFR requirements, with all personnel.
- ☐ Determine additional staffing or equipment requirements.
- ☐ Monitor the DEN. If possible, locate at a radar display position.
- ☐ Coordinate as necessary between the DEN, operational positions and Area OSs.
- ☐ Notify Areas and TMU of ATCAA requested and/or TFRs active.
☐ North ☐ Northeast ☐ West ☐ East ☐ Southeast ☐ South ☐ Southwest ☐ Northwest ☐
TMU.
- ☐ Notify DEN when military airspace has been released to C90 and/or activated _____z.
- ☐ Track and record Targets of Interest (TOI).
- ☐ Record TFR violations as pilot deviations (PD). Report the PD number over the DEN.
- ☐ Assist in coordination of alternate ATCAA locales due to WX.
- ☐ Coordinate/Notify Areas/TMU of TFR deactivation and/or CAP/AAR termination.
☐ North ☐ Northeast ☐ West ☐ East ☐ Southeast ☐ South ☐ Southwest ☐ Northwest ☐
TMU.
- ☐ Notify DEN that at _____z airspace has returned to ZAU.
- ☐ Record comments or lessons learned in checklist and forward to STMC.

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Date

UTC Times of visit

Location (City,State)

VIP CHECKLIST

OPERATIONS SUPERVISOR/CONTROLLER IN CHARGE

- ☐ Ensure operational personnel are briefed on VIP visit dates, times, TFRs, military assets, possible traffic impact and reroutes, coordinated frequencies, landlines, Gateway procedures, etc.
- ☐ Determine additional staffing and/or equipment requirements.
- ☐ Ensure TEMP MODS performed as necessary (043 line, 765 line, EADS line).
- ☐ Ensure operational status of VSCS/TEMP MOD.
- ☐ Verify MDMs have TFR/military airspace depicted as necessary.
- ☐ Coordinate as necessary between the OMIC, TMU and DEN.
- ☐ Notify OMIC when military airspace has been released to C90 and/or activated ____z.
- ☐ Track and record Targets of Interest (TOI).
- ☐ Record TFR violations as pilot deviations (PD). Report the PD to the OMIC.
- ☐ Assist in coordination of alternate ATCAA locales due to WX.
- ☐ Notify ATCS of TFR deactivation and/or CAP/AAR termination.
- ☐ Record comments and lessons learned in checklist and forward to STMC.

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13-1-3. REQUESTS FOR CHANGES TO THE AIRSPACE AND PROCEDURES OFFICE.

Requests for changes to the Airspace and Procedures Office should be routed through the Support Manager, Airspace and Procedures using Figure 13-1-1.

AIRSPACE & PROCEDURES REQUEST <small>(Complete items 1 through 7. Clearance Record will be issued for all substantive proposed changes.)</small>				<small>(Airspace Office Use)</small> AR #		
<input type="checkbox"/> AIRSPACE Modification <input type="checkbox"/> Arrival or Departure PROCEDURE <input type="checkbox"/> ROUTE Modification <input type="checkbox"/> Automation: APR AAR ADR ADAR RADAR MAP RESTRICTION <input type="checkbox"/> LOA <input type="checkbox"/> SOP <input type="checkbox"/> OTHER: Description _____						Received
1. DATE:	2. ORIGINATING AREA or OFFICE:	3. MANAGER (2 nd Level): <small>(Name & Initials)</small>	4. REPRESENTATIVE (Area): <small>(Name & Initials)</small>			
5. REQUEST: <input type="checkbox"/> INVESTIGATE <input type="checkbox"/> ADD <input type="checkbox"/> MODIFY <input type="checkbox"/> DELETE						
6. DESCRIPTION: <small>(Describe <u>current</u> and <u>proposed</u> state. Attach any supporting documents. Send electronic documents via email.)</small> _____ _____ _____ _____ _____						
7. REASON / JUSTIFICATION: <small>(Describe <u>reason</u> for request and <u>benefit</u> to be gained.)</small> _____ _____ _____						
8. SIGNATURES: <div style="display: flex; justify-content: space-between;"> <div> _____ <small>Manager (2nd Level)</small> </div> <div> _____ <small>NATCA Representative (Area)</small> </div> </div>						
8a. REQUIRED ACTIONS: <div style="display: flex; justify-content: space-between;"> <div> LOA SOP SRM CMAP Training (Specify) _____ </div> <div> Automation (Specify) TYPE _____ AIMS # _____ </div> </div>			8b. REQUIRED COORDINATION: CR _____ Due _____ KSN Entry Section _____ <small>(After CR clears)</small> Other Offices or Facilities _____			
9a. AIRSPACE SPECIALIST :			9b. AREA POC:			
10. DISPOSITION:						
11. DATE SCHEDULED:			12. DATE CLOSED:			

Airspace Request Form Ver 6.0

(Fig 13-1-1)

Chapter 14. PLANNING AND REQUIREMENTS

14-1-1. Voice Switching Control System (VSCS) /VSCS Training and Back-up System (VTABS) Database Revisions.

- a.** All VDM Map Change Requests (MCR), ZAU Form 7246-1 (Figure 14-1-1), shall be submitted to the Planning & Requirements Office (P&R). ZAU Form 7246-1 is available on Chicago Center KSN Site.
- b.** The P&R Office will determine validity of each change request based on system software and hardware capabilities. If a particular request cannot be incorporated into the VSCS/VTABS database, the P&R Office shall return the MCR to the originator with a written explanation. The P&R Office shall coordinate with other areas that may be affected by an MCR.
- c.** Those MCRs which are determined to be valid by the P&R Office, will be compiled and entered into the off-line VSCS and the VTABS Database.
- d.** The P&R Office staff will prioritize the changes and schedule VSCS database updates when sufficient changes are pending or an emergency change is necessary.
- e.** Changes to VSCS or VTABS must be specified (i.e. a change request to one system will not automatically be made to the other).
- f.** Instructions for completing MCRs (see figure 14-1-1).
 - (1) Box 1 - MCR number will be assigned by the P&R Office.
 - (2) Box 2 - Date MCR initiated.
 - (3) Box 3 - Name of individual initiating request (include area/office).
 - (4) Box 4 - Manager's signature.
 - (5) Box 5 - Check box for requested action.
 - (6) Box 6 - Written description of request.

Sections 7 – 12 For Planning & Requirements staff use only:

- (7) Box 7 – P&R's required research/findings.
- (8) Box 8 – P&R's action taken to implement change; i.e., SAD update, map change, button change, etc.

- (9) Box 9 - Name of new database.
- (10) Box 10 - Implementer.
- (11) Box 11 - Date installed into offline database.
- (12) Box 12 - Date on-line.

14-1-2. VSCS Training and Back Up System (VTABS) Testing and Transition Procedures.

a. Transition Procedures.

- (1) The Operations Manager in Charge (OMIC) shall:
 - (a) be responsible for initiating the bulk transfer.
 - (b) utilize the DSR floor paging system to advise all operational areas when initiating the bulk transfer between VSCS and VTABS.
 - (c) paging messages shall be broadcast prior to transferring to VTABS at the following intervals:
 - 1 initial notification no less than 30 (thirty minutes)
 - 2 5 (five) minutes
 - 3 1 (one) minute
 - 4 at the time of transfer

NOTE: Advance notification may not be possible during an emergency transfer to VTABS.

- (d) Advise all operational areas prior to initiating the return to VSCS operations at the following intervals:
 - 1 5 (five) minutes
 - 2 1 (one) minute
 - 3 at the time of transfer

(2) The ESOC shall:

(a) coordinate with the COMM desk (ext. 8255) via two way radio or telephone prior to, during and after transition to or from VTABS for status updates of the system.

(b) coordinate any reported VTABS malfunctions with the COMM desk.

(c) if a malfunction is identified during VTABS testing, Air Traffic should try to remain on VTABS allowing the COMM desk time to make necessary corrections.

(d) if a malfunction cannot be resolved in a timely manner, the ESOC shall coordinate with the OMIC for a second transition to VTABS to validate corrections. This second transition should be done as soon as operationally possible.

(3) The Operations Supervisor (OS) for each area of specialization shall ensure that prior to the bulk transfer, all operational sectors are utilizing either the main or standby position on air-to-ground (A/G) frequencies. After the transition to VTABS, BUEC will be available for A/G use.

(4) The Radar Controller shall:

(a) plug into the headset jack on the left side of the Radar Associate Controller console to access the VTABS resources. To utilize split mode, the Radar Associate controller shall plug into the headset jack on the right side of the Radar Associate Controller console and select split-mode from the VDM utility screen. (Note: VTABS is only available from the Radar Associate position at each sector.)

(b) ensure that after the transfer to VTABS, the sector's frequency transmitters and receivers are properly selected.

(c) after transitioning to VTABS, all operational sectors shall perform checks on all ground to ground (G/G) and A/G circuits. Report any deficiencies to the Operations Supervisor in Charge /Controller in Charge (OSIC/CIC).

(5) If transition is due to equipment failure, follow the steps contained within the current version of FAAO 1900.47, Air Traffic Organization Operational Contingency Plan under the ZAU Contingency Plan, ATC Alert procedures.

(6) To return to normal VSCS configuration, reverse transition procedures and implement the steps for cancellation of ATC alert status according to contingency plan requirements.

b. Testing.

(1) Transition to VTABS for testing purposes shall be conducted on the first and third Sundays of the each month at approximately 7:30am local.

(2) Operations should remain on VTABS for at least 30 (thirty) minutes before transitioning back to VSCS.

(3) Any equipment or other malfunction shall be immediately brought to the attention of the ESOC. A Communication Trouble Report (CTR) shall also be submitted.

(4) The FLIC/CIC for each area of specialization shall endure testing of all A/G and G/G resources for all operational sectors within the area. The OSIC/CIC shall advise the OMIC when all resources have been tested.

(5) The Supervisory Traffic Management Coordinator (STMC) shall advise Traffic Management Unit (TMU) VSCS users of the pending VTABS test. Users will have to use other means of communications, such as commercial telephone, during testing as the TMU does not have VTABS resources.

(6) If a VTABS catastrophic failure occurs during testing, the OMIC shall transition the control room back to VSCS operations. Catastrophic failures are considered to be those that impact air traffic operations such that restrictions or other delay causing measures would need to be implemented. Failure of a single A/G frequency or G/G landline would normally not be considered a catastrophic failure, unless backups do not exist.

14-1-3. Chicago Center Frequency Assignment and Frequency Monitoring Responsibility.

1. Requirements.

a. Unless coordination is effected, control personnel will maintain radio communication with all aircraft proceeding through their sector of responsibility.

b. Center frequencies that are not in active use shall be monitored at the assigned sector unless the frequency is NOTAMed out of service.

c. Several sectors of operation have two or more frequencies assigned to the operational position. This may occur where one RCAG site does not provide adequate coverage. In this case, all assigned frequencies must be selected.

d. Whenever sector combinations are effected, the receiving sector must monitor all frequencies assigned to the sector that is being closed.

e. General Operating Procedures:

(1) Whenever a frequency is in use at a sector, both the transmitter and receiver must be activated.

(2) Occasionally a sector frequency will fail. Before using a frequency from another sector with multiple frequency assignments, controllers must first ascertain that the frequency is available by coordinating with the sector responsible for monitoring the frequency.

(3) The sector primary frequency will be located at the upper left position on the VDM Air to Ground Screen #1.

(4) The Operations Supervisor/Controller In Charge shall check periodically to ensure that the frequencies are being properly monitored.

f. Sector discrete frequency assignments and frequency-monitoring requirements are annotated in area frequency checklists which are located on the Chicago Center OMIC link website: <https://ksn2.faa.gov/artcc/zau>.

g. Assigned frequencies shall be checked for operation of Main, Standby and BUEC transmitters and receivers at least once each day. Frequency check results shall be entered on the area frequency checklist.

h. Emergency and special use frequencies shall be checked for operation of Main, Standby and BUEC transmitters and receivers at least once a week. Frequency check results shall be entered on the area frequency checklist.

14-1-4. En Route Information Display System (ERIDS) Procedures and Responsibilities

1. Procedures/Responsibilities/Action.

a. In addition to the nationally supplied ERIDS information required to be provided to controllers, ERIDS will also be used to provide controllers with the following information:

(1) Facility contingency plans.

(2) Other locally developed air traffic information approved by the facility manager, excluding dynamic operational information; i.e., miles-in-trail restrictions, runway in use, weather information, etc.

b. ERIDS must not be used to disseminate any information or messages other than those identified in paragraph 4a.

c. Each sector must display all NOTAMs affecting the airspace for which the position has jurisdiction.

(1) Sector position relief briefings must include the display of all NOTAM information available to the sector(s) by using the ERIDS "Show All" function.

(2) When combining/de-combining sectors, the sector must configure ERIDS to display all NOTAMs that affect the sector(s).

(3) Sectors assuming approach control airspace must configure ERIDS to include approach control NOTAMs that affect the combined airspace.

d. Airports for which ZAU provides approach control service will be listed on the area's home page under the Airport Information link. The NOTAM link for each airport will include a shortcut to that airport's NOTAMs as well as a link to other applicable NOTAM pages such as a NAVAID serving an approach to the airport that utilizes a different identifier.

e. In the event of an ERIDS outage:

(1) The Operations Supervisor/Controller in Charge (OS/CIC) shall notify the Operations Manager in Charge (OMIC).

(2) The OMIC shall:

(a) Be responsible for distributing the area specialty bag with approach plates.

(b) Notify Technical Operations (Tech Ops).

(c) Notify All Areas, the Traffic Management Unit (TMU), and Flight Data.

(d) Notify ZAU P & R (during normal operating hours).

f. When ERIDS returns to service:

(1) Technical Operations shall notify the OMIC.

(2) The OMIC shall notify:

(a) All areas

(b) TMU

(c) Flight Data

(d) P & R (during normal operating hours)

(3) Each sector must verify that ERIDS is configured to receive all the appropriate NOTAMs.

(4) The OS/CIC shall notify the OMIC that the area has resumed normal ERIDS operation.

(5) The OMIC shall collect the area specialty bags with approach plates.

g. In the event of an ERIDS 28-day national update:

NOTE- An ERIDS 28-day national update applies to every Chart Date and Interim Chart Date according to the national chart date cycle. The update procedure involves overwriting files so an ERIDS system outage is not required. The shutdown schedule will continue to show the time of the update but not list a system outage. - Since ERIDS remains operational during the update ERIDS specialty bags do not need to be distributed by the OMIC.

(1) Technical Operations shall schedule the ERIDS 28-day national update to auto-update at 03:01 AM Local.

(2) At or after 03:04 AM Local, the OMIC shall notify control room personnel to RESECTOR every ERIDS workstation at operational positions. Every operational position that opens post-ERIDS 28-day national update is normally resectorized to configure ERIDS for that operational position and the update will be effective at each position as they are resectorized. This process will ensure that all workstations are configured correctly and using updated data.

h. Maintenance of nationally developed products on ERIDS is provided by the National office of primary responsibility (OPR). Responsibility for maintenance of each locally provided ERIDS product must be assigned to a local OPR.

NOTE- For the purpose of this order, the OPR for locally provided ERIDS products is the office within ZAU that generates and/or has a significant interest in the management or control of the specific information.

(1) The local OPR shall:

(a) Provide P & R with an electronic copy of the local document(s) in PDF format to be displayed in ERIDS. If the document is to be displayed in sections, an electronic copy of each section must be provided.

(b) Be responsible for ensuring that the information submitted remains current and accurate while displayed in ERIDS.

(c) Provide P & R with an updated document(s) when changes occur.

(2) P & R shall:

- (a) Be responsible for the management and organization of ERIDS site data.
- (b) Be responsible for the programming and content of various display tools, such as HTML, used to display and/or navigate to nationally/locally supplied ERIDS information.
- (c) Maintain a current list of all locally developed information displayed by ERIDS and the OPR for each.
 - i. Discrepancies with ERIDS displayed information and/or requests to add information to ERIDS must be forwarded in writing to P&R for correction.

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ZAU AUTOMATION TROUBLE REPORT

AIMS # :

For A & P Office Use Only

Submitter's First & Last Name

Area

Sector(s)

Position(s)

- ☐ Radar
☐ D-Side
☐ ATWS
☐ M&C (SOC)

Date & Time

(ZULU)

PRIORITY : Critical
High
Medium
Low

For A & P Office Use Only

SYSTEM

Check All that Apply

- ☐ ERAM ☐ SMG
☐ EDST ☐ SGET
☐ EBUS ☐ TTL
☐ SPOT ☐ DATA COMM
☐ TBFM

CHANNELS AFFECTED

Channel A

Channel B

- ☐ Active ☐ Active
☐ Backup ☐ Backup
☐ Pending ☐ Pending
☐ Test ☐ Test

PLAYBACK REQUESTED

Playback Timeframe

Playback Sector(s)

- ☐ SOC Notified
☐ Playback Saved

Flight Plan Information: *(Attach Strips(s) if able)*

BCN Code CID Call Sign Altitude Route

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
----------------------	----------------------	----------------------	----------------------	----------------------

Description: *(Include Operational Impact and Expected Results)*

Analyzed By:

FLM / CIC Signature

OMIC Signature

ZAU AIMS Database Trouble Report Version 3.0

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Figure 14-1-1. Sample of Map Change Request

MAP CHANGE REQUEST Circle One or Both <div style="display: inline-block; border: 1px solid black; padding: 2px 5px; margin: 0 5px;">VSCS</div> <div style="display: inline-block; border: 1px solid black; padding: 2px 5px; margin: 0 5px;">VTABS</div>			
1. MCR#	2. Date 7/11/10	3. Originator/Area Smith/NW	4. Manager's Signature <i>John Doe</i>
5. <input type="checkbox"/> Investigate <input type="checkbox"/> Add <input type="checkbox"/> Change <input type="checkbox"/> Delete			
6. DESCRIPTION:			
Add RFD Apch W key to R74 and D74 Map 1			
7. ANALYSIS/REVIEW:			
8. ACTION: Added IA 291 to R74 LPM key 22			
D74 LPM Key 40			
9. DATABASE NAME: IOC XX3			
10. IMPLEMENTOR: OB			
11. DATE INSTALLED: 6/02/10		12. Date On-Line: 6/05/10	

ZAU ARTCC FORM 7110-4 (4/14)

Originator fills in shaded area only.

Chapter 15. TRAINING

15-1-1. RESERVED FOR FUTURE USE.

Chapter 16. QUALITY CONTROL

16-1-1. RESERVED FOR FUTURE USE.

CHAPTER 17. CHICAGO ARTCC NON-RVSM PROCEDURES

17-1-1. Air Traffic Control Specialists.

Air Traffic Control Specialists:

- a.** Notify the area OSIC/CIC, as appropriate, of non-RVSM aircraft requesting to operate within or above RVSM airspace.
- b.** Issue clearances to non-RVSM aircraft to operate within or through RVSM airspace after obtaining prior approval from the area OSIC/CIC.
- c.** Coordinate all non-RVSM aircraft with other sectors, both internally and externally as appropriate, to ensure the aircraft is accepted along its route of flight.
- d.** Notify the OSIC/CIC of altitude or route changes affecting non-RVSM aircraft within RVSM airspace.

17-1-2. Operations Supervisor-in-Charge / Controller-in-Charge.

The OSIC/CIC, as appropriate, must:

- a.** Maintain an awareness of all operational impacts associated with RVSM, specifically any non-RVSM aircraft currently within area sectors or projected to be in sectors under the OSIC/CIC's area of responsibility.
- b.** Ensure sector personnel have been properly briefed regarding any known non-RVSM aircraft in or projected to be in sectors under the OSIC/CIC's area of responsibility.
- c.** Coordinate all non-RVSM aircraft with other OSs/CICs, both internally and externally as appropriate, to ensure the aircraft is accepted along its route of flight.

Chapter 18. FACILITY EDST PROCEDURES

Section 1. EDST SECTOR OPERATIONAL PROCEDURES

18-1-1. EDST Sector Operational Procedures.

a. General Procedures

(1) When operating on EDST:

(a) The A-Side shall sort through the strips generated at the printers to obtain **ALL** general and weather information messages and disseminate pertinent information to the sector. All other strips shall be retained.

18-1-2. EDST Standardization Checklist.

- a.** The ACL shall be used as the sector team's primary source of flight data.
- b.** When EDST is operational, sector teams shall post flight progress strips for any non-radar flights.
- c.** When EDST is operational, sector teams shall post any flight progress strip(s) that are deemed necessary for safe or efficient operations.
- d.** Remove Inappropriate Altitude for Direction of Flight coding only after any required coordination has been completed.
- e.** Remove Unsuccessful Transmission Message (UTM) coding only after appropriate coordination has been completed.
- f.** Send/acknowledge Host Embedded Route Text (HERT) coding only after the appropriate clearance has been issued to the pilot or otherwise coordinated.
- g.** Remove Expect Departure Clearance Time (EDCT) coding only after the EDCT has been issued to the pilot.
- h.** Remove ATC Preferred Route (APR) coding only after the route has been checked and any required action has been completed.
- i.** The sector team shall perform automation entries in a timely manner.
- j.** Upon receipt of the EDST overdue aircraft notification take appropriate actions set forth in FAAO 7110.65, Chapter 10, Section 3, Overdue Aircraft.
- k.** Graphic depictions of flight trajectories may be used only to aid in situational awareness and strategic planning.
- l.** Do not use trajectory-based positions as a substitute for radar track position.
- m.** Do not use trajectory-based altitude in lieu of Mode C for altitude confirmation.

- n. Do not use the GPD for radar identification, position information, transfer of radar identification, radar separation, correlation, or pointouts.
- o. The 4th line shall be used as a sector scratch pad to keep all sector team members visually apprised of holding aircraft status.
- p. After the radar controller issues the holding clearance. The sector team shall enter a hold message and the 4-digit EFC time in EDST (or in the hold view), and also into the fourth line of the data block.
- r. After clearing aircraft out of the hold, prior to initiating a handoff, the sector team shall remove the 4-digit EFC time from the fourth line of the data block. Any deviation from this procedure shall be verbally coordinated.
- s. Flight plan entries which need priority attention shall be highlighted in EDST (routing, coordination, etc. taking into account current requirements to deal with color-coded prompts i.e. alerts, IAFDOF, UTM, HERT, overdue aircraft, unconfirmed PVD's, time-critical EFC updates, etc.).
- t. Headings and speeds shall be entered into 4th line data as soon as practical and removed when rescinded, in compliance with FAAO7110.65, section 5-4-11
- u. Special Attention Area postings shall be used for emergencies, non-radar aircraft, and holding; This area may be used for segregating sequenced aircraft to a common location
- v. Departure list flights shall be reviewed for compliance with appropriate initiatives and procedures; completed reviews shall be noted in EDST by the removal of the N entry.
- w. All flight plan remarks shall be viewed to remove EDST coding.

18-1-3 EDST IAFDOF Manual Mode, EDST Drop Track Delete Function.

There are no sectors authorized to use the EDST Drop Track Delete function or EDST IAFDOF Manual Mode.

18-1-4 EDST Coordination Menu.

The EDST Coordination Menu shall be used to record time, altitude, route, or beacon code coordination when automated coordination with an external facility is not available.

18-1-5. EDST Outage Coordination and Transition Plan.

- a. In the event of a planned EDST outage established NAS system outage coordination procedures between Air Traffic, Technical Operations and AOS personnel shall be applicable.
- b. In an event of an unplanned EDST outage, the following checklist shall be utilized and is supplementary to procedures contained in FAAO 7110.65 and FAAO 7210.3:

(1) Operations Manager In Charge (OMIC) must:

(a) Contact the NAS Operations Manager (NOM) to ascertain the extent of the problem, projected impact to the control floor and anticipated duration of the outage.

(b) Make the decision to transition to flight progress strips and when EDST is returned to operation, make the decision to transition back to EDST operation.

NOTE: A full transition to strips may not be necessary based on the type and duration of the outage. Outages of short duration may allow continued use of the EDST CCLD data while strips are prepared for use in the event that the outage continues.

(c) Coordinate with the Operations Supervisors and the Supervisory Traffic Management Coordinator as to the extent of the problem, impact to the control floor and anticipated duration of the outage.

(d) Ensure adjacent facilities are notified of the problem along with all pertinent information.

(2) Operations Supervisor must:

(a) Advise controllers in the respective areas as to the extent of the EDST problem and anticipated duration of the outage.

(b) Advise controllers to post and maintain flight progress strips.

(3) Controllers must:

(a) When advised, post and maintain flight progress strips until advised by the Front Line Manager that a return to EDST operations can be accomplished.

(b) Monitor the performance of EDST and if a determination is made that EDST information is unacceptable at a specific sector or sectors, advise the Operations Supervisor of the nature of the problem. The Operations Supervisor shall notify the OMIC who will, in turn, notify the NOM.

18-1-6. EDST (SAA) Scheduling.

a. The MC/TMC position shall have primary responsibility for ensuring that schedules for each local SAA (see Figure 1) are updated with current schedules. Updates shall be entered into the designated TMU adapted EDST.

b. Military Special Use Airspace (SUA) schedules for next day will be entered by previous day.

c. All SUA schedule, with the exception of Hilltop and Twelve Mile, shall be entered in EDST with "SCH" radio button selected.

d. Hilltop and Twelve Mile schedules shall be entered and the “off” radio button selected.

e. The SE area shall be responsible for real time activation of Hilltop and Twelve Mile in EDST.

f. For locally adapted parachute SAAs, the controller of the operational sector noted in Figure 1, shall be responsible for real-time activation/deactivation of the SAA. In the event of an EDST IFA failure between ZAU and either ZMP, ZKC or ZID, the controller of the sector noted in Figure 1 shall be responsible for real-time activation/deactivation of the SAA in the affected center’s airspace at their position as necessary.

Figure 1

SAA NAME	CONTROL SECTOR	FACILITY	NATIONAL/LOCAL
HILLTOP A	18 87 32	ZAU	LOCAL
HILLTOP B	18 87 32	ZAU	LOCAL
HINCKLEY PARACHUTING	18 87 77	ZAU	LOCAL
SKYDIVE CHICAGO - 8N2	18 87 50	ZAU	LOCAL
SKYKNIGHT PARACHUTING	18 87 62	ZAU	LOCAL
WIANG A	18 87 62	ZAU	LOCAL
WIANG B	18 87 62	ZAU	LOCAL
WIANG C	18 87 62	ZAU	LOCAL
12-Mile MOA	18 87 32	ZAU	LOCAL
RACER A	None	ZID	NATIONAL
RACER B	None	ZID	NATIONAL
RACER C	None	ZID	NATIONAL
RACER D	None	ZID	NATIONAL
RED HILLS	18 87	ZID	NATIONAL
HOWARD EAST	87 18 58	ZKC	NATIONAL
HOWARD WEST	87 18 58	ZKC	NATIONAL
PRUITT A	87 18 55	ZKC	NATIONAL
PRUITT B	87 18	ZKC	NATIONAL
CRYPT CENTRAL	87 18	ZMP	NATIONAL
CRYPT NORTH	87 18	ZMP	NATIONAL
CRYPT SOUTH	87 18	ZMP	NATIONAL
FALLS ONE	18 87 64	ZMP	NATIONAL
FALLS TWO	18 87 64	ZMP	NATIONAL
HERSEY	18 87	ZMP	NATIONAL
R-6904A	18 87 64	ZMP	NATIONAL
R-6904B	18 87 64	ZMP	NATIONAL
R6903	18 87 64	ZMP	NATIONAL
R6901A	18 87 63	ZMP	NATIONAL
R6901B	18 87 63	ZMP	NATIONAL
MINNOW	18 87 27	ZMP	NATIONAL
WINDY CITY 2	18 87 83	ZAU	LOCAL
WINDY CITY B	18 87 81	ZAU	LOCAL
VOLK WEST	18 87 64	ZMP	NATIONAL
LIGHTHORIC	18 87 61	ZMP	LOCAL

Section 2. SPECIAL ACTIVITIES AREA (SAA)

18-2-1. SAA Procedures for EDST

Every morning the Military Operations Specialist (MOS) or Traffic Management Coordinator (TMC) shall check the Special Activity Area (SAA) menu on EDST to ensure that defined airspace is set to Always Off. Do not turn off airspace that is currently active. This must be accomplished prior to 6:00 a.m. local time. A quick reference card is available to assist in this task. (Figure 2)

At a minimum of one hour in advance of airspace being scheduled to go active, the MOS or TMC (if MOS combined at TMU) will enter the data into EDST so as to allow conflict probing of the airspace.

All airspace will be entered into EDST as Manual Schedule. If any of the following military areas (12 Mile E or W, Hilltop, Hilltop A or B, Howard E or W) are scheduled into EDST they shall be turned to Always Off upon completion of entering the schedule. The Southeast and Southwest will activate (12 Mile E or W, Hilltop, Hilltop A or B, Howard E or W) their airspace as they utilize 'real-time' activation for airspace usage. A quick reference card is available to assist you in this task.

18-2-2 Entering Military Activity Schedules and Turning off Military Airspace.

Left Click (*LC*) on the EDST Trackball.

a. Steps to follow:

- (1) Bring the Aircraft List to the top of the screen.
- (2) *LC* on the Tools button.
- (3) *LC* on Airspace Status in the menu that appears.
- (4) Maximize the Airspace Status Window.
- (5) *LC* the Filter button.
- (6) Ensure that the K and P are selected (if they are white they are selected). These letters represent ZKC and ZMP. If they are not *LC* on the squares and *LC* Apply.
- (7) *LC* on the Type column of the airspace you want to work on.
- (8) *LC* Manual Schedule diamond, then type in the appropriate information into the boxes provided. When completed, *LC* on Apply. If a Response Display comes up stating 'Invalid Schedule...Schedule Must Not Overlap' proceed to 1 below.
- (9) If working on 12 Mile E or W, Hilltop, Hilltop A, Hilltop B, Howard E, or Howard W proceed as follows:

(a) *LC* the Type column for the airspace just worked on (it should now read Scheduled).

(b) When the menu pops up, *LC* the Always Off diamond then *LC* Apply.

(10) Exit the Airspace Status window by *LC* on the Exit button.

(a) *LC* the Default Schedule diamond, then *LC* Apply. The Default Schedules will pop into the window.

(b) *LC* on the Default Schedule you want to delete. This will pop up the Airspace Schedule Menu.

(c) *LC* the delete key on the Edit Mode Box. Then *LC* Apply. This should remove the Default schedule you were attempting to overlap.

(d) Return to step (7) above.

b. Turning Off Military Airspace.

Follow steps 1-6 above then:

(7) *LC* on any airspace types that do not say “Always Off”

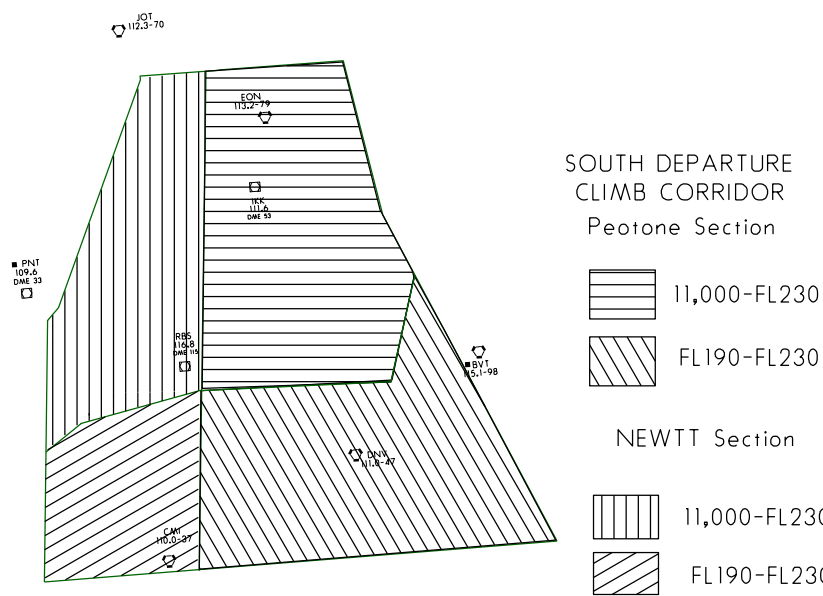
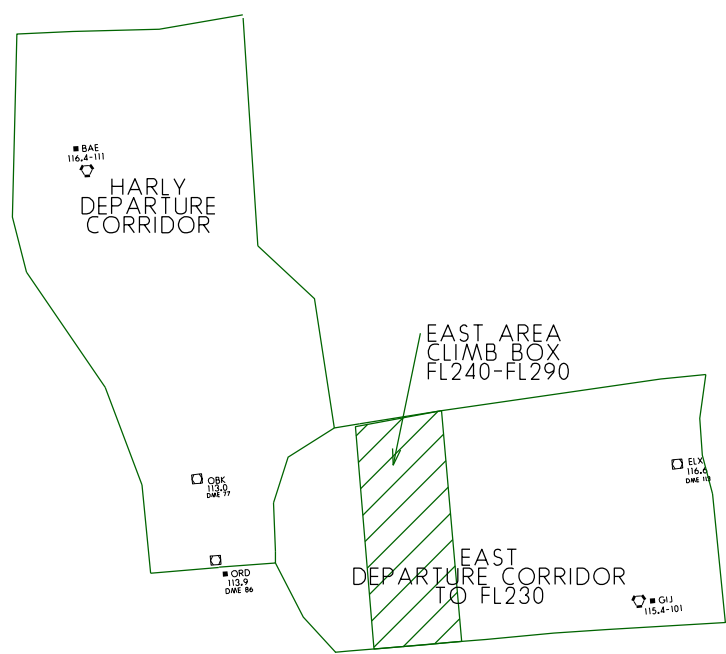
(8) The Airspace Status Menu window will pop up. *LC* on the “Always Off” diamond then left click on the apply button. Continue until all pieces of airspace show Always Off.

Note: Military Airspace must be turned off by 6:00 am local.

Chapter 19. APPENDICES

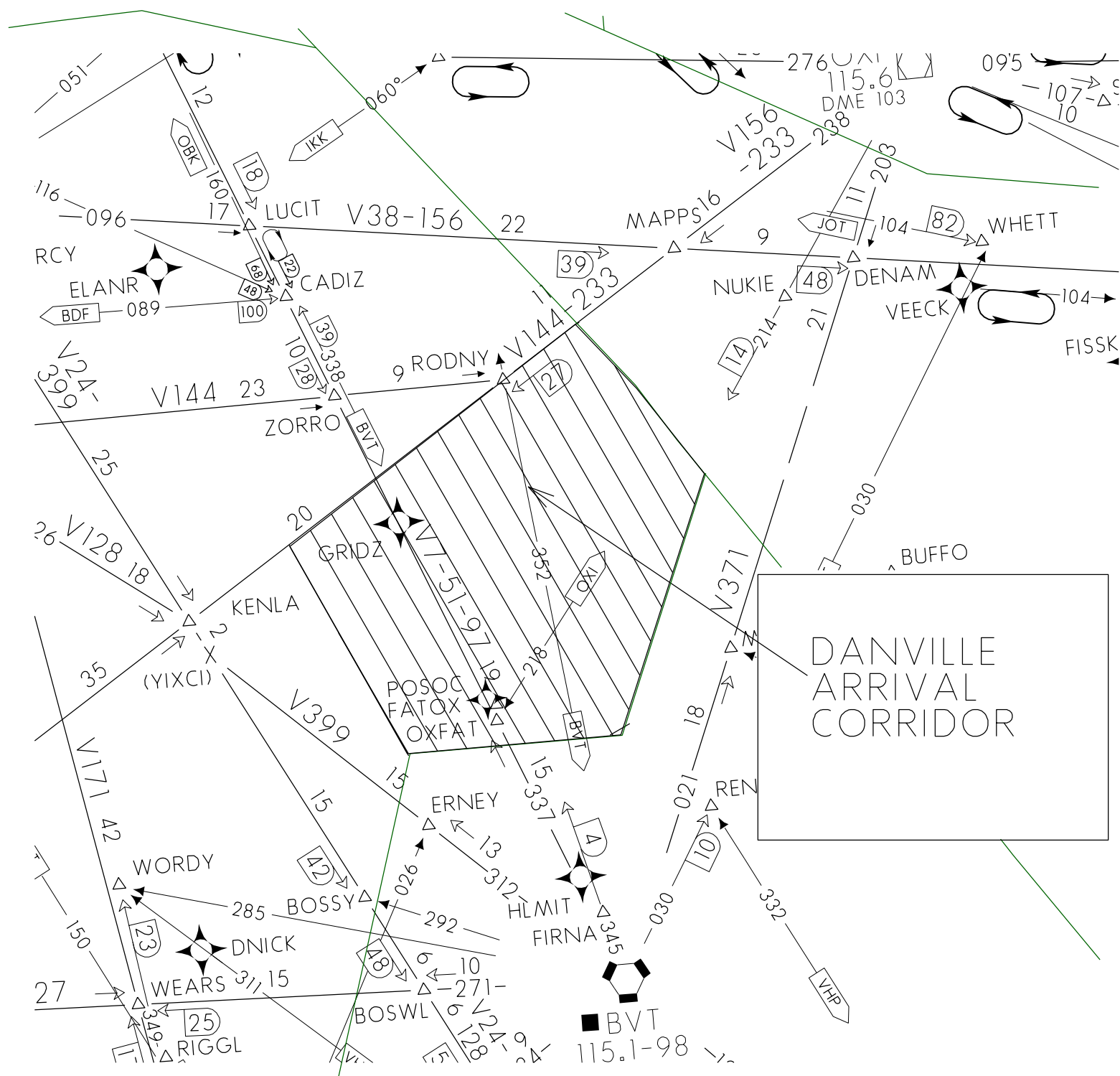
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APPENDIX B

Appendix C. OMIC – WATCH CHECKLIST

1. Day Shift.

- a.** Receive Position Relief Briefing (PRB elements listed in Appendix H, Duty Familiarization and the Transfer of Position Responsibility).
- b.** Review current Daily Log and NOTAMs.
- c.** Review NAS and facility security status (SECON level, DEN issues, Facility Security Plan items, ESOC, Gate Guard).
- d.** Complete data collection for previous shift (HIWAS broadcasts, Frequency sheets on Saturday).
- e.** Complete required equipment/system checks (DEN, ERAM ATWS, VTABS, VSCS, ERIDS, SIF/Security Alerts, frequencies).
- f.** Review OMIC Clip-board, Electronic (KSN) Calendar and OMIC Task List, Mail Inbox.
- g.** Review WMT Scheduler Requests and CRU-Art certification for previous shift.
- h.** Review staffing/resources (including FLMs and NATCA Representative of the Day) for day and swing shift.
- i.** Conduct area/floor walk-through (include TMU and ESOC).
- j.** Conduct Stand-up/Weather briefing.
- k.** Complete Daily Log entry (WCLC).

2. Swing Shift.

- a.** Receive Position Relief Briefing (PRB elements listed in Appendix H, Duty Familiarization and the Transfer of Position Responsibility).
- b.** Review current Daily Log and NOTAMs.
- c.** Review NAS and facility security status (SECON level, DEN issues, Facility Security Plan items, ESOC, Gate Guard).

- d.** Complete data collection for previous shift (HIWAS broadcasts, flight plan strips).
- e.** Complete required equipment/system checks (DEN, ERAM ATWS, VTABS, VSCS, ERIDS, SIF/Security Alerts, frequencies and DALR).
- f.** Review OMIC Clip-board, Electronic (KSN) Calendar and OMIC Task List, Mail Inbox.
- g.** Review WMT Scheduler Requests and CRU-Art certification for previous shift.
- h.** Review staffing/resources/equipment outages for midnight shift.
- i.** Conduct area/floor walk-through (include TMU and ESOC).
- j.** Conduct Stand-up/Weather briefing.
- k.** Complete Daily Log entry (WCLC).

3. Midnight Shift.

- a.** Receive Position Relief Briefing (PRB elements listed in Appendix H, Duty Familiarization and the Transfer of Position Responsibility).
- b.** Review current Daily Log and close at midnight, initiate new Daily Log.
- c.** Review NAS and facility security status (SECON level, DEN issues, Facility Security Plan items, ESOC, Gate Guard).
- d.** Complete data collection for previous shift (HIWAS broadcasts, Daily Log).
- e.** Complete required equipment/system checks (ERAM active/back-up channel data, ERAM ATWS, VTABS, VSCS, EBUS, ERIDS, SIF/Security Alerts, 4th-line, ITAL).
- f.** Review OMIC Clip-board, Electronic (KSN) Calendar & OMIC Task List, Mail Inbox.
- g.** Review WMT Scheduler Requests and CRU-Art certification for previous shift.

- h.** Review staffing/resources (including FLMs and NATCA Representative of the Day)/early TMU issues for day shift.
- i.** Conduct area/floor walk-through (include TMU and ESOC).
- j.** Complete Daily Log entry (WCLC).

Note: All items to be completed by the end of each shift (day/swing/midnight) but not in a specified order.

Appendix D. OMIC – DAY SHIFT TASKLIST

a. Receive recorded briefing from Midnight shift/early FLM OMIC, using Position Relief Briefing Checklist. **Note:** *A significant event will require notification to Front Office and follow significant event checklists. If necessary, follow accident and/or SRT laminated checklists located at OMIC on Safety Event clipboard. Additional assistance can be obtained from DEN/ROC personnel.*

b. Review ERIDS' NOTAMS; sign in on CEDAR 7230-4 Facility Log with first initial (include period after initial)/full last name, NOTAMS checked. When last area is opened, log all areas open.

c. Review 7230-4 entries from midnight shift to ensure accuracy, conciseness and any carry-overs. When preparing these forms, each person shall ensure neatness and accuracy. These logs are part of the facility's record and are retained for six months. To enter late entry:

(1) If today's date, enter correct time and event into current 7230-4 log.

(2) If a late entry is needed after a log has been closed, the entry shall be entered on a subsequent log as a delayed entry.

Example: Current time, DLAD ENTRY: actual date of event, actual time of event (hhmm) UTC, entry information.

d. Sign-in on CRU-Art. Also, monitor area CRU-Art duty boards for resource management and if appropriate, certify CRU-Art entries.

e. Review OM staffing and FLM staffing. Brief day shift FLMs on any area specific issues, including staffing concerns.

f. Verify Flight Data has opened (decks have been dropped) approach controls at 0415L, 0445L, 0515L and 0545L. Use FDEP binder if needed.

g. Review status of VSCS, VTABS and ATS workstation (GI's, REFM, alerts, outages on both channels). Ensure ERAM alert speaker is adjusted correctly. Review/acknowledge outages on both OMIC MDM channels. Early detection of outages will help 8-1-1 processes.

h. Prepare/conduct 7:05 WX Briefing:

- (1) Determine NATCA shift representative.
- (2) Check with ESOC (x. 8252) and see if they will attend.
- (3) Check KSN for daily meeting schedule.
- (4) Check for briefings/CBI's/eLMS class completion requirements. Check Briefing Tracker for briefing items.
- (5) Determine shift priorities (POTUS/VIP, WX, equipment, briefings, meetings, Open Forum meetings, TTL graded problems, etc.).

i. Any ERAM issues, confer with ESOC about options and refer to 8-1-1 guidance. If needed, call Planning & Requirements Office for additional guidance.

j. Determine WX issues for shift, if any. If required, conduct hazardous WX OSA, log on 7230-4.

k. When AIRMETS are received from Flight Data, inform areas and log in 7230-4.

l. Monitor DEN, report NORDO's (MOR if longer than 5 minutes), emergencies, security issues, etc., to DEN if needed. *If known A/C accident in ZAU airspace, follow laminated checklist on EOR/MOR Safety Event clipboard.* Call Quality Assurance/Quality Control for assistance.

m. Review FLM leave requests on Webscheduler. Review overtime requests if any, considering WX, staffing and other duties.

n. If substance testing personnel arrive, ask for OM guidance and refer to green binder in cabinet. Included is requested leave guidance during testing.

o. Record equipment issues/tests on 7230-4 including once weekly VTABS test (usually every other Sunday day shift). If VTABS test cannot be accomplished, log lack of test. Remember to use E.

p. Determine if any traffic issues with C90 or adjacent facilities. Check airspace toggle switch is correct for East/West flow at ORD.

- q.** Monitor Military phones. Implement Temporary Flight Restrictions (TFRs) if needed.
- r.** Walk through and review Control Room Operations. Monitor CRU-Art duty boards.
- s.** Monitor/acknowledge ATS WKS for GIs, REFM, outages and alerts. Verify EBUS operational on OMIC MDM (multi function, F1).
- t.** If Alert sounds, silence alarm and enter TARP in alert text box (see ERAM OMIC Alert Processing).
- u.** If a call is received from another facility, a report received from a controller or FLM concerning a possible safety event:
 - (1) Conduct fact-finding, call an OM if assistance is needed.
 - (2) Follow event flowchart located at OMIC position in Chapter 2, Section 4, Fig. 2-4-3.
 - (3) If suspected loss or other anomalies, enter MOR from electronic 7230-4 drop down menu.
 - (4) Offer ATSAP/inform NATCA Representative of the Day.
 - (5) Complete email to management team, including Quality Control, to include event summary.
- v.** Log laser events (MOR), emergencies (MOR), NORDOs (MOR if longer than 5 minutes), airspace anomaly (PD, enter MOR) in CEDAR. Log on 7230-4 any Q events (3-4 hour tarmac delays, accident, no notice hold).
- w.** If you need to go secure, use the Secure Telephone Equipment (STE) located in wooden box in safe. Ask Flight Data for assistance, if needed.
- x.** Complete SF-71 for sick leave. Enter in Webscheduler. If requests are received for excused absence for hazardous weather under Article 19, approve the request and inform employee to provide documentation upon their return to work.
- y.** Give recorded briefing to swing shift relief, using Position Relief Briefing Checklist.

Appendix E. OMIC – SWING SHIFT TASKLIST

- a.** Receive recorded briefing from day shift OMIC, using position Relief Briefing Checklist.

Note: A significant event will require notification to Front Office and follow significant event checklists. If necessary, follow accident and/or SRT laminated checklists located at OMIC in the Safety Event clipboard. Additional assistance can be obtained from DEN/ROC personnel.

- b.** Review ERIDS NOTAMs; sign in on CEDAR 7230-4 with first initial (include period after initial)/full last name, NOTAMS checked.

- c.** Review 7230-4 entries from earlier to ensure accuracy, conciseness and any carry-overs. When preparing these forms, each person shall ensure neatness and accuracy. These logs are part of the facility's permanent record and are retained for six months. To enter late entry:

(1) If today's date, just enter correct time and event into current 7230-4 log.

(2) If a late entry is needed after a log has been closed, the entry shall be entered on a subsequent log as a delayed entry.

Example: Current time, DLAD ENTRY: Actual date of event, Actual time of event (hhmm) UTC, entry information.

- d.** Sign-in on CRU-Art. Also, monitor area CRU-Art duty boards for resource management and if appropriate, certify CRU-Art entries.

- e.** Brief swing shift FLMs on any area specific issues, including staffing concerns.

- f.** Review status of VSCS, VTABS, ERAM ATS WKS messages (GI's, REFM, alerts, outages on both channels). Ensure ERAM alert speaker volume is adjusted correctly. Review/acknowledge outages on both OMIC MDM channels. Early outage detection will help 8-1-1 processes.

- g.** Prepare/conduct 15:15 WX Briefing.

(1) Determine NATCA shift representative.

(2) Check with ESOC (x. 8252) and see if they will attend.

(3) Check KSN for daily meeting schedule, if any on swing shift.

(4) Check for briefings/CBI's/eLMS class completion requirements. Check Briefing Tracker for briefing items.

(5) Determine shift priorities (POTUS/VIP, WX, equipment, briefings, meetings, Open Forum meetings, TTL graded problems, etc.).

h. Any ERAM issues, confer with ESOC about options and refer to 8-1-1 guidance. (If routine ERAM maintenance calls for channel promotion, follow ERAM Channel Promotion Summary in 8-1-1 or OMIC binders.)

i. Determine WX issues for shift, if any. If required, conduct hazardous WX OSA, log on 7230-4.

j. If receive AIRMETS from Flight Data, inform areas and log in 7230-4.

k. Monitor DEN, report NORDO's, (MOR if longer than 5 minutes), emergencies, security issues, etc., to DEN if needed. *If known A/C accident in ZAU airspace, follow laminated checklist on EOR/MOR Safety Event clipboard.*

l. Review OM staffing. Review FLM requests on WMT. Review OT requests if any, considering WX, staffing and other duties.

m. If drug testers arrive, ask for OM guidance and refer to green binder in cabinet. Included is requested leave guidance during testing.

n. Record equipment issues/tests on 7230-4. Log DALR test on 7230-4. Remember to use E.

o. Determine if any traffic issues with C90 or adjacent facilities. Check airspace toggle switch is correct for East/West flow at ORD.

p. Monitor Military phones. Implement Temporary Flight Restrictions (TFRs) if needed.

q. Walk through and review Control Room Operations. Monitor CRU-Art duty boards.

r. Monitor/acknowledge ATS WKS for GIs, REFM, outages and alerts. Verify EBUS operational on OMIC MDM (multi function, F1).

s. If Alert sounds, silence alarm and enter TARP in alert text box (see ERAM OMIC Alert Processing).

t. If a call is received from another facility, a report received from a controller or FLM concerning a possible safety event:

(1) Conduct fact-finding, call an OM if assistance needed.

(2) Follow event flowchart located in Chapter 2, Section 4, Fig. 2-4-3.

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- (2) If suspected loss or other anomalies, enter MOR from electronic 7230-4 drop down menu.
- (3) Offer ATSAP/inform NATCA Representative of the Day.
- (5) Complete email to management team, including Quality Control, to include event summary.
 - u.** Log laser events (MOR), emergencies (MOR), NORDOs (MOR if longer than 5 minutes), airspace anomaly (PD, enter MOR) in CEDAR. Log on 7230-4 any Q events (3-4 hour tarmac delays, accident, no notice hold).
 - v.** Complete SF-71 for sick leave. Enter in Webscheduler. If requests received for excused absence for hazardous WX under Article 19, approve the request and inform employee to provide documentation upon their return to work.
 - w.** If you need to go secure, use the Secure Telephone Equipment (STE) located in wooden box in safe. Ask FD for assistance if needed.
 - x.** Close approach controls as necessary (MLI, CMI, MSN, CID, SBN) using the FDEP binder.
 - y.** Give recorded briefing to midnight shift relief, using Position Relief Briefing Checklist.

Appendix F. OMIC – MIDNIGHT SHIFT TASKLIST

a. Receive recorded briefing from swing shift OMIC, using Position Relief Briefing Checklist. **Note:** *If problems of an emergency nature (accidents, serious incidents/significant event) phone previous swing shift OMIC up until 03:00 a.m. or the day shift OMIC. If after 03:00 a.m., a significant event will require notification to Front Office and follow significant event checklists. If necessary, follow A/C accident in ZAU Airspace and/or SRT laminated checklists located at OMIC on Safety Event clipboard. Assistance can be obtained from DEN/ROC.*

b. Check with ESOC (x. 8252) and inquire as to their needs for equipment issues. Consider your needs:

(1) Any ERAM issues, confer with ESOC about options and refer to 8-1-1 guidance.

(2) If routine ERAM maintenance for channel promotion (usually Saturday night/Sunday morning mid) or chart dates, follow ERAM Channel Promotion Summary in ERAM 8-1-1 or OMIC binder. Acknowledge outages at open and closed sectors, both radar and D-sides, and return to active channel. Ensure closed positions are switched to the active channel. Ensure EBUS operational (multi function, F1 keys).

c. Check with STMC or TMC about any possible late WX issues that might require additional staffing resources.

d. Review ERIDS NOTAMs; sign in on 7230-4 with first initial (include period after initial)/full last name, NOTAMS checked. When last area combines at OMIC, log all areas combined at OMIC position. Once per shift, log Watch Checklist Complete (WCLC).

e. Monitor VSCS, VTABS, ATS workstation (GI's, REFM, alerts, outages on both channels, EBUS). Ensure ERAM alert speaker volume on. Review outages/acknowledge on OMIC MDM on both channels. Early detection of outages will help 8-1-1 processes.

f. Sign-in on CRU-Art. Monitor area CRU-Art duty boards and if appropriate, sign employees in/out and certify CRU-Art entries. If not done by swing shift OMIC at 0000Z, label date on flight strip boxes and place them in supply room cabinet and dispose of old strips.

g. Combine sectors/close app controls as necessary (MLI, CMI, MSN, CID, SBN) using FDEP binder or TEXT files. Complete Briefing Tracker.

h. At midnight local:

(1) Review 7230-4 for accuracy and any auto carry-over items that have been closed and do not need to be carried over.

(2) Review 7230-4 for entry at beginning of shift stating all areas open. If not logged, enter early in day shift.

(3) Close 7230-4 one minute before midnight local (all times on 7230-4 shall be Z) with close of business. Print the log and sign (if two pages, please sign both). Print other area logs if not already printed.

(4) Give all 7230-4 to ESOC for review of E entries and place signed 7230-4 in Airspace & Procedures box after ESOC review.

i. Open new 7230-4 (midnight local) and log on with your first initial (include period after initial)/full last name, status of computer (ERAM operational/A or B channel active), all areas combined, NOTAMs checked. NAS certification test messages do not need CEDAR EOR entries but should be acknowledged in ATS workstation as NAS Cert Test. Check airspace toggle switch correct for East/West ORD flow.

j. Walk through and monitor control room floor operations. Monitor DEN, CRU-Art. Monitor and acknowledge ATS workstation for GIs, REFM, outages and alerts. Monitor DEN and report NORDO's to DEN. If AIRMETS are broadcast, inform areas and log in 7230-4. Log laser events/emergencies (MOR entry), NORDOs (enter MOR if longer than 5 minutes), airspace anomaly (PD, enter MOR) in CEDAR as appropriate. Log on 7230-4 any Q events (3-4 hour tarmac delays, accident, no notice hold).

k. Complete/log on 7230-4 Fourth Line Eligibility (FFLE) check. (EP = examine parameter, CP = change parameter, F12 key recalls last entry)

(1) EP FFLE ZCI, EP FFLE ZCC, EP FFLE ZCK, EP FFLE ZCP

(2) If the patch is on, the response will show = ON. If the patch is off, the response will show = OFF. To turn patch on/off, enter CP FFLE XXX (facility ZCI, ZCC, ZCK or ZCP) ON/OFF.

l. Log Flight Data checks of alert (CF PRTA) and Special Interest Flight Patches (CF PRTS). Log on 7230-4 any equipment issues/tests with E.

m. Monitor Military phones. Implement Temporary Flight Restrictions (TFRs) if needed. Monitor Alert/SIF flights transitioning ZAU, if any.

n. If alert sounds, silence alarm and enter TARP in alert text box (see ERAM OMIC Alert Processing).

o. If a call is received from another facility or a report received from a controller concerning a possible safety event:

- (1) Conduct fact-finding.
- (2) Follow event flowchart located in Chapter 2, Section 4, Fig. 2-4-3.
- (3) If suspected loss or other anomalies, enter MOR from electronic 7230-4 drop down menu.
- (4) Offer ATSAP.
- (5) Complete email to management team, including Quality Control, to include event summary.

p. Give GENOTS/RENOTS/ALNOTS to affected areas and FAX to hub facilities: C90, ORD and MKE. This procedure applies for NOTAMS when ERIDS is OTS. If known A/C accident in ZAU airspace, follow laminated checklist on EOR/MOR Safety Event clipboard.

q. If drug testers arrive, refer to green binder in cabinet below medical supplies. Included is requested leave guidance during testing.

r. If you need to go secure, use the Secure Telephone Equipment (STE) located in wooden box in safe. Ask Flight Data for assistance if needed.

s. If early WX issues for ORD/MDW, be ready to join TMU SPO at 4:15 a.m. for ORD/MDW traffic input. Brief TMC/early FLM when arrive.

t. Verify Flight Data has opened (decks have been dropped) approach controls at 0415L, 0445L, 0515L and 0545L. Use FDEP binder if needed.

u. Complete SF-71 for sick leave and attach to effected area(s) 7230-4's. Enter in Webscheduler. Collate outage sheets and telephones for morning FLMs. Brief arriving day shift FLMs on any area specific issues, including staffing concerns or OT needs. If requests received for excused absence for hazardous WX under Article 19, approve the request and inform employee to provide documentation upon their return to work.

v. Update date on OMIC briefing sheet and print. Give recorded briefing to day shift OMIC using Position Relief Briefing Checklist.

Appendix G. CHICAGO ARTCC STRIP MARKING GUIDE**1. PROCEDURES.****a. Altitudes**

(1) Altitudes may be written in thousands of feet ie. 5,000 feet as 5, and 2,800 as 2.8 per FAAO 7110.65.

(2) The vacated altitude reported by the pilot or observed from a validated Mode-C readout shall be written in the bottom of Box 20 and lined out for climbing aircraft or written at the top of Box 20 and lined out for descending aircraft.

		8			
		6			

Figure 1

(3) An aircraft climbing to an altitude other than the computer printed altitude shall have a restriction bar “_” marked under the computer printed altitude and the actual altitude being climbed to shall be written under this restriction bar.

		8			
		<hr/>			
		6			

Figure 2

(4) A descent at pilot's discretion shall be indicated by writing "PD" in Box 20.

		8			
		PD			
		6			

Figure 3

(5) Crossing restrictions should be written out as completely as feasible.

		310			
		X 30W			
	BDF	@ 240			

Figure 4

(6) Inappropriate altitude for direction of flight shall be underlined in red and the strip angulated. If your sector approves the altitude, an "A" will be written next to the altitude. When the next sector approves this altitude the "A" will be circled.

		8	A			

Figure 5

(7) Coordinated altitudes or climb and descent restrictions will be written in Box 26. A climb arrow or descent arrow will precede the altitude if the aircraft will not be level prior to entering the next sector. A circle around the altitude indicates it has been coordinated with the next sector. The manual controller shall angulate the strip if control information must be issued to the aircraft (ie. altitude, heading frequency, speed, etc.). An “N” will be written next to a control function that has not been issued to the pilot. Once this instruction has been issued, the “N” shall be lined out and the strip placed normally in the strip bay.

(8) If the manual or radar controller releases a higher altitude on an aircraft entering his/her sector, that altitude will be written in the top of Box 20. If the altitude released is the same as the computer printed altitude, the printed altitude shall be semi-circled.

b. Headings and Speed Assignments

(1) Headings shall be written in Boxes 22, 23 or 24. Headings shall be written in three digits and circled when coordinated. Speeds shall be written in Boxes 13, 14 or 14a in three digits. A “-” (minus) after a speed will indicate that the aircraft was told not to exceed this speed. A “+” (plus) after a speed will indicate that the aircraft was told to operate at this speed or greater. If the pilot has not been issued the coordinated speed or heading, the circled heading or speed will have an “N” written next to it and the strip angulated. All unnecessary headings and speeds shall be lined out. When the aircraft has been issued all necessary information and any needed coordination has been effected, the strip shall be placed normally in the bay.

	310 +		210		
--	-------	--	-----	--	--

Figure 6

(2) An aircraft cleared to a fix further on its route shall show the identifier for this fix written in Box 21. Once this fix is coordinated, it will be circled.

			DBQ		
--	--	--	-----	--	--

Figure 7

c. Departures

Automated departure times shall be recorded and circled in Box 18. Requested altitudes shall be confirmed and circled in Box 24.

[illegible]

Figure 8

d. Point Outs

When a point out is made to another sector, the sector number or facility name shall be written in Box 13. When multiple point outs are made, Boxes 13-14A may also be used. When the point out is verbally confirmed, the sector number or facility name shall be circled. The sector receiving the point out shall mark the strip with a slash through Boxes 1-10.

	56 55				
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Figure 9

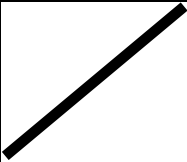
					
---	--	--	--	--	--

Figure 10

e. Route Revisions

Route changes shall be written in Box 25. When the route is coordinated, the routing change shall be circled. If the pilot has not been issued the change, an “N” shall be written next to the route and the strip angulated. Upon issuance, the “N” will be lined out and the strip shall be placed normally in the bay. If a PAR, PDR or PDAR has not been issued, an “N” shall be placed next to it and the strip will be angulated. After issuance, the same procedures as above shall apply. When an aircraft requires revised routing and the sector does not have track control, the route shall be written in Box 25 and preceded with an “N”. When the routing is issued to the aircraft, the “N” shall be lined through. When the route is coordinated it shall be circled. Strip marking to indicate a heading to join an aircraft’s route of flight shall be written in Boxes 22, 23 or 24.

				DAL./BDF JOT ORD	
				N - BDF3 ORD	

Figure 11

f. Holding

(1) The clearance limit fix shall be designated by an “F” in Box 28. If this fix is different from that shown in Box 19, the clearance limit fix shall be included in Box 28 or the fix in Box 19 shall be changed to reflect the new information.

					F
--	--	--	--	--	---

Figure 12

(2) If the aircraft is cleared to hold, an “H” will be written in Box 28. If the holding fix is different from the fix shown in Box 19, the holding fix shall be included in Box 28 or the fix in Box 19 shall be changed to the holding fix. Expect Further Clearance (EFC) limit times shall be written in Box 28. Box 18 shall be slashed in the middle on those strips containing holding information. Time entering the hold and leaving the hold shall be recorded in this box. When an aircraft is cleared beyond the clearance limit, a “V” shall be written over the “F” or “H” in Box 28.

					H
--	--	--	--	--	---

Figure 13

	1915 / 1935				

Figure 14

g. Miscellaneous

(1) A diagonal line (half of an “X”) in Box 26 indicates the acceptance of a hand-off. Radio contact shall be signified by placing an “X” in Box 26. A data block which is forced up before the target appears on the PVD, shall be marked with a check mark in Box 29. A completed hand-off to the next sector or facility shall be marked with a “C” in Box 1-10. Communications transfer will be marked with a diagonal line though the same boxes.

		8 A		X	

Figure 15

(2) Proposal routes and requested altitudes shall be designated as acceptable by making a small check mark in Box 28.

(3) Initial radar contact, loss of radar contact or radar service terminated shall be written in Box 14 utilizing the strip marking per FAAO 7110.65.

(4) Transfer of control information shall be marked in Box 25-26. "TC Turns" indicates that control for turns only has been released. Climb and descent arrows are self-explanatory. When control of an aircraft has been received from an adjacent sector, a "YC" shall be written in Box 15.

(5) Pilot requests will be written in Boxes 25-26 or Box 28 as space dictates and the strip angulated. This will indicate to the manual controller that coordination must be effected before the radar controller can approve the pilot's request.

				REQ FL350	
--	--	--	--	-----------	--

Figure 16

(6) Clearance for approach shall be marked with a letter "A" in Box 28 along with the approach clearance time.

					1232 —A
--	--	--	--	--	------------

Figure 17

9/13/18

ZAU 7110.2V

(7) An indefinite hold message shall be indicated by lining out the time in Box 15 and replacing this time with “HM” in Box 15.

		HM 1500			
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Figure 18

REDUCED STRIP MARKING PROCEDURES

The use of reduced strip marking procedures shall be in accordance with the following:

- a. Control instructions or coordination not recorded on a voice recorder shall be documented on the flight progress strip.
- b. Flight progress strips shall continue to be marked and updated in accordance with the national and local strip marking directives until the aircraft is in radar contact, the hand-off has been accepted and direct radio communications have been established.
- c. To indicate that communications have been established and further strip marking is optional, a member of the sector team shall place an "X" in box 26 and/or utilize voice communication indicator as an automated equivalent.
- d. Standard strip marking procedures are required for:
 - 1. Assigned heading and speed unless utilizing an automated equivalent;
 - 2. Coordinated heading, speed and altitudes; unless utilizing an automated equivalent;
 - 3. Point outs; ; unless utilizing an automated equivalent;
 - 4. Inappropriate altitude for direction (angulations no longer required); unless utilizing an automated equivalent;
 - 5. Any aircraft that will not remain in radar contact;
 - 6. Aircraft which are non-radar or transitioning between radar and non-radar environments; (e.g. approach or departure clearances) unless utilizing an automated equivalent;
 - 7. Aircraft requiring special handling (e.g. emergencies, ALTRV, radio failures);
 - 8. All flights transitioning between automated and non-automated modes of operation (e.g. EBUS or non-ARTS operations);
- e. When training is in progress, strip marking procedures in accordance with the national order and facility SOP must be utilized by the sector team.
- f. If the radar controller chooses to utilize additional strip marking, other than (d) above, the sector team shall comply with that request. Nothing in this procedure precludes any member of the sector team from utilizing standard strip marking.
- g. All other strip marking procedures not contained in this document are considered optional.

APPENDIX H. OPERATIONS MANAGER-IN-CHARGE CHECKLIST**NAS Security Issues**

DEN Status and activities (Suspicious A/C, NORDOs)

Facility Security Issues

Gate-guard items, visitors, official tours, interns, RAINCHECK

Substance Testing

STE Phone Key/DSN

Staffing/resources/OM Initiatives

OMIC, FLMs/STMCs, Areas/TMU/FDCS, Front Office/Support Offices

NATCA Representative of the Day (ROD)

Operational Issues

Communications Equipment

VHF/UHF communications, VSCS, VTABS, TELCO, DALR

Equipment Status Configuring/Monitoring/Reporting

ERAM Status, Workstations, MDMs

RADAR, NAS outages/impacts, NAVAIDS,

Flight Data Systems (AISR, COMSEC, SIPRNET, etc.)

TSD, WARP, Sat Phone, Secure Phone, Hotlines

Weather Information/forecast

Surface Conditions (CIGs, Winds, Airport WX at ORD/MDW)

Convective activity (TSTMs, Precipitation)

Icing/Freezing levels/Turbulence/Jetstream

SIGMETs/CWAs

Hazardous WX QC-OSA Requirements

Approach/Airport Information

ORD Flow (East/West Flow Area G On/Off)

Airport and/or approach control issues

Safety Events (INREQ/ALNOT/SAR, Accidents/Incidents)**NOTAMS** (TFRs)**Situational Awareness**

Mitigations, MBI/Briefing Status, Training, Overtime, meetings, group briefings/training,

Flight Deck Training, local fam-trips, offsite training/meetings

Other

Special guidance/goals for the shift (to maintain safe & efficient operation)

Traffic

Volume/flows/wind routes/diverts
Airspace and/or military activities
Special events, procedures, VIP/POTUS, Waiver

OMIC ROLES AND RESPONSIBILITIES IN WORKING WITH SINGLE PERSON MIDNIGHT OPERATIONS

During the hours of 0000 local and 0500 local (Eastern Time Zone Facilities 2300 local to 0400 local) and there is no response from facility / operational area with which coordination is attempted, take immediate action to determine the status of the unresponsive controller.

Attempt to contact facility via telephone / VSCS / other communication methods.

If unsuccessful in establishing communication with the nonresponsive facility:

- Utilize Binder 5 for emergency contact information. Listed under each airport is contact information for the Air Traffic Manager and the Airport Authority or Airport Manager. If unsuccessful, have the local law enforcement agency serving the facility conduct a check of the nonresponsive facility.
- Notify the DEN of the situation and the time of the first attempted communication and/or automated hand-off.
- Denote the incident on the 7230-4.
- Per FAA Order JO 1030.3B, Initial Event Response: Any event in the NAS that may attract regional or national media attention requires immediate upward notification to the Central Service Area. If so, contact Central Service Area Safety Assurance through the Regional Operations Center (ROC).
- Notify the ATM or Executive Officer.
- Send out an e-mail to the management team providing a narrative of the event.

APPENDIX I. OPERATIONS SUPERVISOR-IN-CHARGE CHECKLIST

DARC Check:

Daily Frequency Check:

Weekly Emergency Frequency Check:

Staffing:

Overtime:

Training:

Sign On/Off Check:

RADAR

NAVAIDS

Equipment Status: NAS

Radios

Weather:

Approach/Airport Information:

NORDO Suspicious Aircraft:

Special Airspace/Military Operations:

Special Flow Restrictions:

Traffic-Conventions, Special Events, Waivers:

Pertinent Orders, Notices, Bulletins, Operational Changes:

Strategic Plan, Traffic Management Initiatives:

Other:

NOTAMS:

Traffic:

APPENDIX J. TRAFFIC MANAGEMENT UNIT CHECKLISTS**NAS/DEPARTURE/MILITARY/WEATHER COORDINATOR POSITION CHECKLIST
(NC/DC/ML/WC)**

Review Clipboards (Outages, SUA, ELTs)
Enroute and Enroute Passbacks
4 Airport Metrics/Impacts
GDPs/GSs
Pending Restrictions & Restrictions in the Queue
Military (Pending/Active/Scheduled/Airspace EDST)
Departure Status/SWAPs/Routes
WX impacts (Enroute, Arrival, Departure)
Miscellaneous (VIP Movement/Area Impacts)
Sign In/Sign Out – NTML

DEPARTURE COORDINATOR POSITION CHECKLIST (DC)

WX Impact (Departure Tracks/Arrival Routes)
Status CDR & SWAP Statements
Playbook/SWAP Routes (Current/Anticipated/CAN)
Restrictions/Constraints
Miscellaneous (Flight Plan Drop Interval/Ad Hoc & Negotiated Routes)
Sign In/Sign Out - NTML

ENROUTE COORDINATOR POSITION CHECKLIST (EC)

ZAU Airport Flow/Winds/WX
Restrictions and Releases
Passbacks
SWAPs/Routes
GDPs/GSs
Airport Constraints (Local & Other)
Miscellaneous (Future WX Constraints/TBFM/Custom Routes/CAN)
Sign In/Sign Out – NTML

ARRIVAL COORDINATOR POSITION CHECKLIST (AC)

ORD and MDW Configurations/AARs
ORD Restrictions/Conditions/Releases
MDW Restrictions/Conditions/Releases
MKE Restrictions/Conditions/Releases
SWAP Routes/Anticipated Routes/TMLs
Miscellaneous (Forecast/Closures/Other)
Sign In/Sign Out – NTML

SUPERVISORY TRAFFIC MANAGEMENT COORDINATOR POSITION CHECKLIST (STMC)

Status Information Areas

- ORD and MDW RWY Configurations and AAR
- ESP, GDPs, GSs, Playbooks
- Departure Restrictions and/or SWAPs
- Flight Plan Drop Interval
- Monitor Alert Status

Weather Trends

Unusual airport conditions or activities

Enroute and National Issues

Equipment: BFM, NAVAIDs, RADAR, ATC Alert, Limited, or Zero Status

Miscellaneous

- Who has the DEN? Emergencies or NORDOs?
- SIF, VIP, ALTRV, SUA, Military Ops, Special Events
- MBI's, and other urgent requirements

Staffing

- Current and future position requirements
- OJT plan
- Personnel on other duties
- Leave requests approved or pending
- Overtime needs, requests, and approvals

CRUART - Status, Time and Attendance certification

Sign on NTML

WEATHER/NAVAID/MILITARY COORDINATOR POSITION CHECKLIST

Weather Forecast/AIRMETS/PIREPS
SIGMETs/Urgent PIREPS/CWAs
Severe WX Watches/Meteorological Impact Statements
NAVAID Outages/NOTAMs
ELTs
SAFI/Special Airspace Activity
Special Use Airspace
ALTRVs
SAMS Computer
Sign On Position

ENROUTE COORDINATOR POSITION CHECKLIST

MIT Restrictions
Ground Delay Programs
WX/SWAP Routes
ESP Airports Active
Aircraft Released
Sign On Position

ARRIVAL COORDINATOR POSITION CHECKLIST

AAR/Programs
Runway Configuration
WX/SWAP Routes
MIT Fixes/MIT Tower Enroute
Aircraft Released
Sign On Position

ENROUTE COORDINATOR POSITION CHECKLIST

MIT Restrictions
EQF Programs
WX/SWAP Routes
ESP Airports Active
Aircraft Released
Sign On Position

DEPARTURE COORDINATOR POSITION CHECKLIST

WX/SWAP Routes
Departure Restrictions
Active Fixes
Non-Standard PFDI
RWY Configuration
Sign On Position

RESTRICTION COORDINATOR POSITION CHECKLIST

National/Local Programs
ORD AAR/Runway Configuration
Arrival/Enroute Restrictions
WX/SWAP Routes
Status of NAVAIDS/Equipment
Planned TM Initiatives
Sign On Position

APPENDIX K. FLIGHT DATA COMMUNICATIONS RELIEF CHECKLIST

FLIGHT DATA MONITOR POSITION (FDM) AND TELETYPE POSITION (TTY)

Any unusual or pending issues to include:

- Proposed flight plans
- Altimeters
- AIRMETs
- PIREPs
- NOTAMs
- Flight Restricted Airspace and TFRs
- Equipment Status (VSCS, Telephones, AIS-R printers, ERAM AT Workstation, Fax Machine, ERIDS, Admin computer, time stamp, etc.)
- Undeparted International Aircraft
- Proposed FP Drop Interval ("EP PFDI")
- Active INREQs or ALNOTs
- Unprocessed service messages
- Unprocessed AMHS/DMS messages
- Planned Maintenance Activities (ERAM, NADIN, ERIDS)

APPENDIX L.**RADAR CONTROLLER/HAND-OFF/ RADAR ASSOCIATE HIGH ALTITUDE CONTROLLER CHECKLIST**

Outages & Equipment
Special Activity / Airspace
NORDOs
Flow & Metering
NOTAMs
Weather & PIREPs
Coordination & Traffic

RADAR CONTROLLER/HAND-OFF/ RADAR ASSOCIATE LOW (OR LOW AND HIGH) ALTITUDE CONTROLLER CHECKLIST

Outages & Equipment
Special Activity / Airspace
NORDOs
Flow & Metering
Airport Info / APCH / NOTAMs
Weather & PIREPs
Coordination & Traffic

CHECKLIST COMBINING D-SIDE (Radar Associate) WITH THE RADAR

Coordination
Traffic

RADAR CONTROLLER/HAND-OFF/ RADAR ASSOCIATE Explanations:

Outages & Equipment: Click ERAM **Status** and **Outage** buttons. Check EBUS, review & mention pertinent information. Frequency issues & coverage, equipment & frequencies OTS and whether it has been reported to the FLM/CIC.

Special Activity / Airspace: Includes both special activities in and around the sector and SAA. Items in the status Information Area, skydiving/parachute ops, unmanned free balloons, unusual sector combinations, unusual frequencies in use, military CAPs, MOAs, ATC Alerts, closed airports, ALTRVs, rocket launches, laser reports

NORDOs: Current or recently NORDO aircraft.

Flow/Metering: In-trail restrictions, special events, re-routes, wind routes. Metering active/inactive, pertinent major airport arrival/departure configurations.

Airport Info / APCH / NOTAMs: ORD, MDW, MKE configurations, frequencies, arrivals in use, coordinated restrictions and/or speeds. Anything other than normal operations at APCH controls or uncontrolled airports; CENRAP, NON-ARTS, frequency use etc.. For class D airports, ATIS code, coordinated APCH in use. Refresh ERIDs "Home Page". NOTAMs should be reviewed for airport or NAVAID issues affecting your sector or traffic. Rocket launch airspace, aerobatics airspace and high altitude balloon launches also may be seen in NOTAMs.

Weather & PIREPs: VMC or IMC? Sky conditions, predominant winds, altimeter trends, depicted precipitation trends, movement and operational impact, build-ups & over-hangs causing deviations, ride or icing reports.

Traffic / Coordination: All traffic conflicts and situations, emergency aircraft, mechanical/navigational issues, suspicious aircraft, special interest flights, foreign pilots having difficulty communicating, medevac, VIP aircraft, skydiving activities, photo mission, air sampling, military formation flight, ALTRV, refueling aircraft, aircraft on vectors, holding, deviations, requests, pending coordination, VFR conflicts with IFR, APREQs, Point-outs, Non-RVSM aircraft, Point-outs & handoffs completed or pending.

COMBINING D-SIDE (Radar Associate) WITH THE RADAR Explanations:

Coordination: Completed & pending

Traffic: All items included in the Radar checklist traffic item. Radar verbally signifies they assume responsibility for the position.